

Spencer Out!
Will miss two GPs with
injuries.

MOTORCYCLE NEWS

EST Volume

XXI : Number 30 : August 8, 1984 \$1.00

Husqvarna 125WR

*Mile racing in
Illinois*

*Supercross in
Massachusetts*

Suzuki's SP600;
Dirt Track's future
stars, Chris Carr and
Don Estep;
Overseas
Speedway Final;
more
Laguna Seca action;
Local racing galore
and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY

"I think it's too bad that happened," Eddie Lawson told us when informed of Freddie Spencer's decision to miss the next two Grands Prix with a cracked collarbone (see page 18). "I'd like to see him there, and I'd like to race with him. I think Silverstone (England, August 5) is a good race for us and I'm looking forward to it. If we do good at Silverstone we'll be pretty well off. But one DNF on our side and (third-place) Randy (Mamola) will be right there in the points. I'd feel more comfortable racing with Freddie if we had a battle going back and forth. With Randy and Raymond Roche I have to be more careful. I think Randy has a lot to prove to Honda, and wants to ride for them next year so he'll be riding a little extra hard. I have to keep it upright. I don't want to do something silly and try to be a hero and win every one. I'd rather be World Champion. I've been thinking about that a lot lately."

Mike Bishop, Chairman of the California Off-Highway Vehicle Motor Recreation Commission called to tell us that the Commission approved \$7.1 million in grants to local agencies for the development of OHV areas. Meeting over the weekend of July 28-29, the Commission reached the \$7.1 million figure after trimming back proposals from \$10 million, approving only what Bishop called "bare-bones good OHV spending." The money came from the state's OHV Fund, collected from OHV (Green Sticker) registration fees and a 1% cut of state gasoline taxes.

Steve Lucero battled to a close third-place finish in the World Under 21 Speedway Championship held July 28 at King's Lynn, England. England's Marvin Vox won the event with 12 points, while Lucero wound up tied with Englishman Neal Evitts and Swede Hans Wahlstrom for second with 11 points. Lucero finished second to Evitts in the run-off to determine second through fourth. The event, which has been won by Americans Ron Preston and Shawn Moran in the past, was marred this year by the death of Swedish rider Leif Wahlmann in a crash.

Oops. The August 9 showing of the Laguna Seca Champion Spark Plug 200 race and the Superbike event will be at 7:00 p.m. on the USA Network, not the time 12 hours early that we printed last week. The August 14 showing will be at 9:00 p.m. There is an additional showing scheduled for September 4 at 11:30 p.m. All times are Pacific Daylight Time. The 60-minute program, produced by Peter Starr, is sponsored by Honda and Strohs Beer. Strohs is also sponsoring a Starr program on the recent Springfield Mile, but that has not yet been sold to a station or network.

There will be no camping at the track the night before the August 19 Washougal National Championship Motocross, by order of the Clark County Sheriff in the south-

ern Washington area. The event is the final race in the AMA/Bel-Ray Grand National Motocross Championship.

Shawn Moran led the way as all three Americans still in contention for the World Individual Speedway Championship qualified for the World Final to be held September 1 in Vogens, Denmark. Moran scored 13 points to win the July 20 Intercontinental Final in Vogens, Denmark, and Lance King scored 11 to place third overall behind England's Simon Wigg. The other American competing, Kelly Moran, scored eight points for fifth overall. The top 11 riders from the Intercontinental Final in the biggie. Complete coverage of the Intercontinental next week.

Here is the rundown on the money paid by the R.J. Reynolds Tobacco Company for the mid-season points leaders of the AMA Grand National Championship/Camel Pro Series: Ricky Graham (\$10,000), Randy Goss (\$6000), Scott Parker (\$4000), Ted Boody (\$3000), Doug Chandler (\$2500), Bubba Shober (\$2200), Alex Jorgensen (\$2000), Terry Poovey (\$1900), Steve Morehead (\$1800), Mike Baldwin (\$533), Jim Filice (\$533) and Pete Hames (\$533). The payoff was based on the points standings following the July 7 St. Louis Short Track National.

Team Hammer (Suz) won the 16th annual 24-Hours of Nelson Ledges endurance road race July 28-29 by a margin of 27 laps. Team Hammer led the first through fourth hours and the eighth through 24th hours; Team Ontario (Hon) led the fifth, sixth and seventh hours but DNF after three crashes. Team Heschimura, the 1983 winners, ran second before replacing an ailing engine, then crashed for a DNF. Z-P Racing finished second on an FJ1100 Yamaha; Speed Boys finished third on an FJ600 Yamaha.

Brian Meyette has closed B.C. Cycle Supply in Westminster, California; saying that all outstanding business obligations will be met. Anybody interested can call 714/891-5286.

The California Vintage Racing Group (CVRG) was recently formed to promote vintage motorcycle road racing. Members include Dick Mann; races are scheduled in conjunction with AFM events at Sears Point Raceway. Information is available from 415/829-6091.

Riders in the Lightweight Division II class of AMA District 37's desert division have a new steward following the resignation of Gary Charters. Bob Freeman has been appointed the class steward for the remainder of the year. His address is 10628 Hawthorne Ave., Hesperia, CA 92345, telephone 619/244-1696.

Early next year desert racers will have a chance to shoot for the biggest guaranteed purse — \$20,000 — in the history of the sport. The event will be the Whiskey Pete's World Championship Hare and Hound II, a four-loop clover leaf race to run January 12, 1985, at Stateline, Nevada. Promoter Casey Folks said that entry fees will be reduced from 1984 levels, to \$100 plus insurance. For more information on the event, contact Folks at 702/457-0343.

The AMA has awarded three grants totalling \$2200 from its Rider Leg-

islative Contingency Fund. The money will go to erect trail-riding information signs in Wisconsin, lobbying for off-road motorcyclists in California, and to the ATV-riding Dune Patrol at Pismo Beach, California.

Expo 86, the 1986 World Exposition scheduled for Vancouver, Canada, will offer a \$250,000 prize for innovation in the design of a vehicle. The competition is being organized by the Engineering Students' Union of the University of British Columbia and is limited to engineering students from around the world. Entries are limited to one per university in the nations participating in the Expo, and the vehicles entered in the contest must be street legal for their countries of origin. Judging will include performance, functionability, safety, energy efficiency and innovation. More information is available from Gail Flitton at 604/689-1986.

Far-flung future: The BMW Automobile Club of America will host another Nurburgring West riding school at Laguna Seca Raceway November 24-25, aimed at improving BMW owners' riding skills through instruction and practice. Three-time Superbike Champion Reg Pridmore, now a BMW dealer, tops the list of instructors. Information is available from Leif Anderberg, BMW ACA Driving School, P.O. Box 101, Hollywood, CA 90078.

Insport has announced the final three events of the Wrangler Supercross Series. They are Sacramento, California (Cal-Expo, September 29), Oakland, California (Oakland-Alameda County Stadium, October 20), and Los Angeles (Memorial Coliseum, November 3). The Sacramento and Los Angeles races will be promoted by Stadium Motorsports, Pace Management will handle the Oakland event.

Willow Springs International Raceway in Willow Springs, California, will be a busy place over the September 15-16 weekend. Sunday the 16th will feature AMA Superbikes in the Budweiser/Kerker Superbike 100. On Saturday, Kerker will present the Bud Lite Four-Hour Endurance Race, an AFM-sanctioned event that will begin at 4:00 p.m. For details contact J&M Promotions at 714/682-9649.

Northern California trail riding enthusiasts will want to mark August 18-19 on their calendars. That's the weekend the New Life Trailriders will present a Wilseyville-to-Silver-Lake 175-mile catered trail ride. The \$75 entry fee includes all the gas, food, refreshments and meals served on the trail both days. For more information contact Don Ivan at 209/754-5204.

Duralube will sponsor a timed pit stop competition for pit crews the day before the Whiskey Pete's World Championship Hare 'n' Hound scheduled for January 12, 1985. In addition, it has been announced the Malcolm Smith will be grand marshal of the race.

As part of its Diamond Jubilee celebration, the AMA has placed a time capsule at the base of a new flag pole at its Westerville, Ohio, headquarters. The flag pole was a gift to the association from the staff. All construction, including digging and pouring of a four-foot-deep cement base, was done by AMA employees on their own

time. Various AMA documents, pins, patches and publications were placed in a 6" by 2" cylinder which was buried three-feet below the surface within the concrete footer. The project was completed and the capsule sealed on June 13, and the American and AMA flags were first raised on the morning of June 14, National Flag Day. An official dedication ceremony featuring U.S. Congressman John Kasich is planned later this summer.

Jeff Ward, winner of the 125cc division in New York, looked plenty fast in spite of a knee injury he suffered a few weeks ago. "I'm fine as long as I keep my knee brace on," said Ward.

It appears that the Dutch will be going for the gold when they host the International Six Days Enduro on October 1-6. The Silver Vase team is to be captained by former MXGP star Gerard Rond and will include current 125cc World Motocross Championship Series point leader Kees van der Ven. The Dutch World Trophy team effort will be headed by the world's fastest motocrossing dentist, five-time USGP winner Gerrit Wol-sink.

Its flyer calls it the "World's toughest motorcycle competition." They may be right; Papa's gluteus maximus would certainly howl in protest if he entered. It's The Iron-butt, an 8000-mile, 10-day, one-lap trip around the United States on a motorcycle. It starts August 28 at Montgomeryville Cycle Center in Montgomery, Pennsylvania, and it's a timed endurance event with the winner being the rider who checks in most accurately at five pre-determined points. Organizers say that there is \$40,000 in scheduled prize money, plus lots of contingencies. Entry fee is \$500, and the rules specify one rider on one motorcycle, stock fuel system required. The event is being run by Roadman, P.O. Box 78, Harrington Park, NJ 07640.

Alfred Backus, a 25-year-old glazier from Pomona, California, won a \$3770 motorcycle mechanics scholarship to American Motorcycle Schools in a drawing held recently at Costa Mesa Speedway. Backus was presented with the good news by AMS National Sales Director Jim Audray.

Yamaha Support rider Jim Holley, who does much of the testing for Dirt Bike magazine, has spent a lot of time in Japan lately. "I've been putting on MX schools in Japan for Honda," said Holley. "There are a lot of riders over there eager to learn American riding techniques, and I'll be going back again for a while in September. Luckily, I have an interpreter by my side all the time so I can communicate with the students. My contract with Yamaha says I can ride any other brand so long as I'm not racing, so there's no conflict working with Honda."

General Motors selling Suzukis? You bet. The new subcompact auto in the Chevrolet line, the Sprint, is manufactured by Suzuki. The car, which Suzuki designates the SA310, is powered by a 1000cc three-cylinder, dohc engine. Suzuki markets the vehicle under its own name in many other countries.

The Bureau of Land Management will be auctioning off about 2000 acres of government land in southern California on September 12.

The parcels range from 1 to 233 acres, at from \$100 to \$20,000 per acre. The BLM has made it easier to buy land by accepting a 10% of the purchase price as a down payment; the balance due to 180 days. For more information on the sale, call the BLM at 714/351-6394.

HosPITal STOP: Southern California motocrosser Joel Harriott suffered a badly broken leg at the Mammoth Mountain Motocross earlier this month. Because he was in the middle of changing insurance companies, his injuries were not covered and as a result he had to be driven from Mammoth to Ventura County Hospital with the leg still broken. Joel is home now, but still faces over \$6000 in medical bills, and his brother Jeff is leading a campaign to raise money. Donations, as well as cards and letters, may be sent to Joel Harriott, 1851 Buyers St. Apt. 14, Simi Valley, CA 93063.

American Honda riders Mike Baldwin and Fred Merkel teamed up to win the annual Suzuka Eight-Hour Endurance race July 29 in Japan. It was Baldwin's second win of the event, Merkel's first. The race was also the third round of the World Endurance Road Racing Championship Series.

MXer Jeff Ward, who lives in Mission Viejo, California, awoke one morning last week and found his driveway had been blocked off with banners, pylons and the like. "The course they set up for the road bicycling races in the Olympics goes right down my street," said Ward. The course, approximately 10 miles in length, wound its way around the city.

WHO'S REALLY THE FASTEST? That could be decided as far as Grand Prix road race competitors, crew members and the press are concerned on Thursday, August 2, when a foot race will be held at England's Silverstone road race circuit which will host the British GP on Sunday, August 5. Billed as the Edgar Jessup Memorial Trophy Race in honor of the legendary yet seemingly mythical Six Days competitor, the race has drawn at least one American entrant. Wayne Rainey, who's contesting the 250cc GP class on a Team Marlboro Roberts Yamaha, has said he'll get out his sneakers and go for it.

Team Kawasaki wrench Tom Halverson, who tunes for Goat Breker, spent a day in jail in Pennsylvania. "We had just picked up a new box van in California before we left for this weekend's National MX in New York," said Halverson. "All we had was a temporary license tag and that apparently wasn't good enough for the state trooper that pulled us over. He didn't see things our way at all and ended up sending me to jail. I have to go back to court to straighten things out." The works Kawasaki Halverson was carrying sported a hand-crafted boost bottle attached to the intake port. "It helps to mellow out the lower end power of the 500cc motor," said Halverson.

Recent rains have reduced the fire danger in the Sequoia National Forest, so motorcycle trails in the Kennedy Meadows area are still open. The third part of the Sequoia Summer Series trail-maintenance

project is still scheduled for August 5, with a 10:00 a.m. sign-up time at the Troy Meadows Campground. Organizer Bill Herndon says that O'Neal USA, Banzai Brothers and ND will have all prizes for lucky folks, and Duralube will have products for all volunteers. For information, contact Herndon at 213/255-5815.

The 10th annual Elks Major Project Benefit motocross will be held on August 5 at Santa Maria, California's Spillway Park. The event boasts many prizes, double AME Pro points, 50% trophies, and all classes. One-hundred percent of the proceeds will go to aid handicapped children. To avoid conflict, AME (American Motocross Enterprises) is cancelling its August 5 race at Los Angeles County Raceway.

(Continued to page 19)

RISK

By John Ulrich



Lunacy at Laguna Seca

What you see below is a photo I took in the corkscrew at Laguna Seca. If it looks like a bunch of street riders — some with helmets, some without — out on the racetrack, that's because that's exactly what it is. When I saw the stream of riders — some wearing no shirts, no shoes, no helmets, no gloves, just shorts and sunglasses — I thought that surely some mistake had been made. Among the riders were kids on minibikes, at least two on bicycles, sedate tourists on tank-like Gold Wings and Ventures, canyon crazies on RD400s and several maniacs who clearly thought this was a race and sought to weave their machines at speed between clumps of slower pilots.



One helmetless fool screamed "Yahoo" as he gunned his Harley down the corkscrew; another wheeled to the cheers of the crowd and the encouragement of — of all things — a corner worker who signalled riders to wheelie.

I would have guessed 500 people lapped Laguna Seca in the spectacle. Now I've learned from Bill Spencer that over 2100 motorcycles rolled onto the track as part of the latest Yamaha

Tour he organized for the racetrack.

Spencer's Yamaha Tour is a package deal sold through Yamaha dealers throughout California. It includes a three-day admission ticket, pit pass, a hat, a pin and one lap on the track.

The one lap is supposed to be a parade lap, riders slowly following behind pace cars.

But it turned into a 25-minute free-for-all, lunacy at Laguna, maniacs on macadam.

Three people crashed, Spencer says, with no injuries.

It's a miracle.

About 1700 passes were sold; the extra 400 machines snuck onto the track with the masses of others.

The potential for group crashes and maimed street riders is enormous in the Yamaha Tour. "There are a number of problems with the parade lap," Art Glatke of Laguna Seca told me. "We're taking a look at either controlling it or doing away with it."

Good idea, that; getting rid of a program gone mad.

Professional street squids

Probably the motorcycle industry's least-known group, the Southern California Professional Bench Racer's Association is a social bunch of sport-riding journalists and advertising/public relations men. The SCPBRA's annual ride up California Highway 1 from Los Angeles to Monterey for the Laguna Seca road races always produces numerous crashes, and this year was outstanding in that respect. Kawasaki Motors Corp. U.S.A. Public Relations Manager Mel Moore — the man behind Kawasaki's 1983 recognition of motorcycle journalists with the most test bike crashes — bailed for the second consecutive year, crashing a 750 Turbo. Jeff Greenberg, who writes win ads for Kawasaki's advertising agency — Kenyon and Eckhardt — crashed a GPz550 not once, but twice, both wrecks involving other riders. In one incident, Greenberg threw it away entering a decreasing-radius corner and his bike hit Mike Burroughs of Burroughs Advertising, who had run off the same corner and was stopped on the shoulder aboard his (formerly) immaculate Bimota Suzuki. Later Greenberg sent his GPz end-over-end when he ran off another corner while following Kawasaki Team Tour's John May, who ran into the dirt just ahead of Greenberg and wadded a 750 Turbo. Freelance writer Hector Cademartori — the U.S. correspondent for Spain's Solo Moto magazine — wadded a Honda CB700S. Former racer Mike Spencer, now working for American Honda's Product Research Department providing technical information for magazine writers, crashed a new VF500F2. Spencer spent much of the rest of the trip riding in the chase/crash truck provided by Kawasaki, a white box van decorated with a huge red cross on each door and slid through corners by Kawasaki's Stewart Thomas with highbeams and emergency flashers on.

California Red Alert: Parks and Rec turns its back on dirt riders

OHV champion Russ Sanford was forced out of the California State Department of Parks and Recreation because Director William Briner cares more about possibly offending homosexuals than he does about protecting the legitimate concerns of dirt riders and other off-highway-vehicle enthusiasts.

Sanford, of course, was Deputy Director of Parks and Recreation, in charge of OHV projects. The Department has issued press releases saying

Sanford resigned because he felt he could better serve the sport and the industry by working outside the Department.

What Briner isn't telling anybody is that he forced Sanford to resign, browbeating and pressuring his Deputy Director to the point that Sanford finally gave up any hope of working with Briner in the future and resigned.

Briner was appointed to his position by Governor George Deukmejian, and his selection is subject to confirmation by the State Senate on August 6.

Briner was worried that a memo Sanford wrote would offend homosexuals in the state and endanger his confirmation as director.

The memo Sanford wrote to the OHV Commission recommended that a policy be developed regarding use of state OHV facilities by non-OHV groups. The issue was brought up when 220 members of a gay street motorcycle (chopper) club from San Francisco reserved Area 5 of the Hollister Hills OHV Recreation Area for a four-day camp-out.

OHV recreation areas are funded by Green Sticker money, and use fee schedules are kept low because of the Green Sticker subsidies of the facilities. The legitimate question Sanford raised was whether or not use of those facilities by OHV enthusiasts should be prevented by allowing non-OHV groups — such as the street-riding guys from San Francisco — to reserve the areas for activities not related to OHV use.

That's what Sanford sought to resolve in his memo, which someone in the Department of Parks and Recreation leaked to the press before Sanford had a chance to mail it or deliver it to its intended destination.

Because the group that motivated the asking of the question happened to be gay, Briner panicked and set out to eliminate Sanford.

For 12 years dirt riders and everybody else with an OHV have been buying Green Stickers, and part of the \$15 bi-annual fee is for development and operation of OHV facilities. But over the years OHV owners have had to put up with various politicians attempting to take the OHV Fund and use the money for other, unrelated things; politicians short of budget money love to poach OHV funds because they don't understand and don't care about dirt riders or ATV fans or people with dune buggies and jeeps.

So what happens? We finally get a guy who knows about and appreciates motorcycles and OHVs — Russ Sanford, founder of Motorcycle Owners, Riders and Enthusiasts and the man who invented lobbying for motorcyclists' rights in Sacramento — and he gets forced out because his boss is worried about possibly offending gays.

What can you do? Write a letter, now, today, right this instant. Write to your State Senator (State Capitol, Sacramento, CA 95814) and tell him that you oppose confirmation of William Briner as Director of the State Department of Parks and Recreation; tell him you want Russ Sanford put back in charge of OHV activities.

Then send a copy of your letter to Governor Deukmejian and Senator H. L. Richardson at the same address.

Do it! Send a message today, a message that says the state can't ignore your rights and needs just because some gay street riders from San Francisco might be offended because they might not be able to reserve and use OHV facilities to the exclusion of OHV enthusiasts and dirt riders. •

CYCLE NEWS

WEST

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West

2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801-0498
(213) 427-7433; L.A. Line 636-8844.

East

4190 First Ave., Tucker, GA, P.O. Box
805, Tucker, GA 30085-0805.
(404) 934-7850.

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ON THE FRONT PAGE. The Husqvarna 125WR jumps a log in the mountains. Complete test of the little Husky begins on page 24. Photo by Kit Palmer.

inside:

MILE: Scott scoots in DuQuoin	6
SUPERCROSS: Bailey bags Foxboro win	8
SPEEDWAY: King wins, Morans transfer	14
Schwartz' sharp at IMS	30
ROAD RACE: Laguna leftovers	22
NEW PRODUCTS: What else is new	16
UPDATE: Fast Freddie Spencer — '84 is over	18
TEST: Husky's 125WR — handles good, runs bad	24
INTERVIEW: Chris Carr/Don Estep — Jammin' Jrs	26
LOCALS: Who won, lost, broke, crashed	32
CALENDAR: Where to win, lose, break, crash	44

Voices

BoTT survivor

As a participant in the Laguna Seca carnage that was the Battle of the Twins race (more aptly a demolition derby), I was emotionally as well as physically drained by the experience of three starts, two red flags and nine crashes. With a 54-bike field in the four classes comprising the BoTT event, a wide range of rider skills (accomplished experts to inexperienced amateurs new to this demanding race track) and hindsight, I think that the race should have been divided into two races: GP and Open Modified in one and 750 Modified and Production in another.

Three of the crashes involved two bikes. These were probably the result of excess zeal on the part of at least one of the riders in each of these collisions. I do not know how this danger factor can be reduced. Hopefully, the next event at Sears Point will either draw a smaller field or will be divided into two races.

I would like to wish a speedy recovery to Mike Ross whose Harley got away from him exiting the corkscrew forcing Dave McLure into eating some dirt to avoid hitting Mike, to Bud Riddle and Tony Guest who tangled bars between turns four and five and to all the others who were injured in this event.

DAVID E. NEAL
AFM BoTT #85
Mill Valley, CA

Trim boots

Brian Littler is not the "TRIM honcho"; he owns a small cottage industry boot factory in a country called Mauritius (a small island country in the Indian Ocean). He has never been employed by or owned TRIM/Transworld (the TRIM marketing company) or Dude Mfg. Co. Inc. (the TRIM manufacturer).

We at TRIM/Transworld have never represented the Brian Littler TRIM boot as anything other than what it is, a synthetic boot. All of our other TRIM boots are made in Germany. Our TRIM/Daytona boot is 100% leather (cowhide) outside with a pigskin lining for sweat absorption. Concerning who supplies what to

whom, TRIM/Transworld has never purchased from nor sold boots to T.G. Raceworks or Tiani Imports.

TRIM has no plans for American production of TRIM boots.

DAVID M. PETTENGILL
President, TRIM/Transworld
Savannah, GA

Toomey vs. FPP RZ350 pipes

Stewart Toomey has a well-deserved reputation for being an excellent tuner and he builds good products. At Factory Pipe Products, we feel it is important to realize our strong and weak points. We bought several competitor's pipes for the RZ350 to test and tried several of our own. We felt that the Toomey pipes had the best power/powerband of all the pipes we tested, even better than our own!

Recognizing Toomey's gift as a tuner we felt that in our customers' best interest we applied our own production techniques, doing all production in house rather than farming out work. Combined with economics of scale we offer a virtually indistinguishable exhaust system for \$185.

Our strong point is producing a good product at a reasonable price.

ROSS H. LIBERTY
Factory Pipe Products
Ukiah, CA

Kudos to WSIR

The recent Dunlop/Western Eastern Roadracers' Association 24-hour Endurance race at Willow Springs International Raceway has attracted a great deal of publicity and praise in the motorcycling press. This is very pleasing to me since my organization put a great deal of time and effort into its production and we are delighted that it was so well received. High praise has also gone to the quality of ridership displayed by the competitors who made it possible to run a fault-free race and give us the almost unique record of never having to roll the ambulance during that extended period.

While I do not wish to extend these congratulatory comments ad infinitum, I would like to recognize the invaluable role played by the man-

agement of WSIR. Bill, Stephanie and Chris Huth made everything easy for us. Working with them was a real pleasure and I have nothing but admiration for their professionalism and their responsiveness to our needs. Without their total cooperation and managerial skills, the success that we achieved would not have been possible.

We are already looking forward to the 1985 season and an important feature of next year's racing will be a second 24-Hour West. We look forward to again racing at Willow Springs and hope that the event will be as successful as this year's.

DR. BILL PARKINSON
Chief of Operations, WERA
Bluffton, SC

Snivelers

We've been hearing a lot of sniveling lately about scoring errors, in particular, American Federation of Motorcyclists (AFM) scoring problems. The AFM is a non-profit club, run for you, the racers. So they can't afford to pay scorers very much, unless, of course, your entry fees are raised to pay for it. Being very involved in the AFM I know how hard these underpaid scoring personnel work. And the thanks they get for helping out is complaints. But when AFM is looking for volunteers to score, where are the snivelers then? You guessed it, nowhere to be found.

So the next time you start griping about screwed-up scoring, think about the last time you volunteered!

LORI TYSON
Anaheim, CA

Yama-cyclist magazine

I recently wrote Motorcyclist magazine (Yama-cyclist) a letter responding to their so called No Holds Barred Superbike comparison.

As you can see on the cover and on pages 30 and 31, the Honda and Yamaha were tested with no mirrors. How can this be a fair test? An article I read at Kenny Roberts' Yamaha store said that removing the mirrors could add six-eight mph top end.

According to that, the other Superbikes would have definitely improved ratings if they had their mirrors off.

I am the proud owner of a Kawasaki 750 Turbo. Just eight months ago amidst rave reviews the Turbo was on the cover of almost every cycle magazine world wide, and was hailed by just about all. However, if I read their article correctly I should be selling it for scrap.

I hope other readers, and other Kawasaki and Suzuki owners can get a fair shake in these so-called test sessions.

Maybe with your help we can get the point across, that all we want is honest comparisons. Apples to Apples instead of Apples to Lemons. I wish you folks would do a test.

T. COE
Pebble Beach, CA

It will take more than removing the mirrors to make a Kawasaki Turbo win a superbike shootout... Editor.

AFM Novices vs. Experts

I think that Craig Randall misses the point about AFM road racing in his letter in your July 11 edition. The point of AFM racing is to have fun, get the hot shot street rider off the public roads, and to educate the rider so he can be a better racer.

Granted there can be a great difference of speed between some riders,

(Continued to page 22)

The Legend Lives



Roberts Rules Laguna Seca On Dunlop... Wins both Legs Of Formula One To Close His Legendary Career!

Kenny Roberts loves the sweet taste of victory. So much in fact, that on the last day of his legendary racing career he decided to make it a double.

Twice he mastered the twisting Laguna Seca course with its famous "corkscrew" turns. Twice he turned his competitors into admirers. Twice more he tasted the fruits of what racing is all about... winning.

If he never rides another race, he will always be remembered as the greatest motorcycle racer of all time. And if he ever decides to race again... we at Dunlop will be happy to go along for the ride.

To motorcycle racing's undisputed King... Hail and Farewell.

Rainey Takes Laguna Seca Formula Two... Completes Team Kenny Roberts/Dunlop Sweep

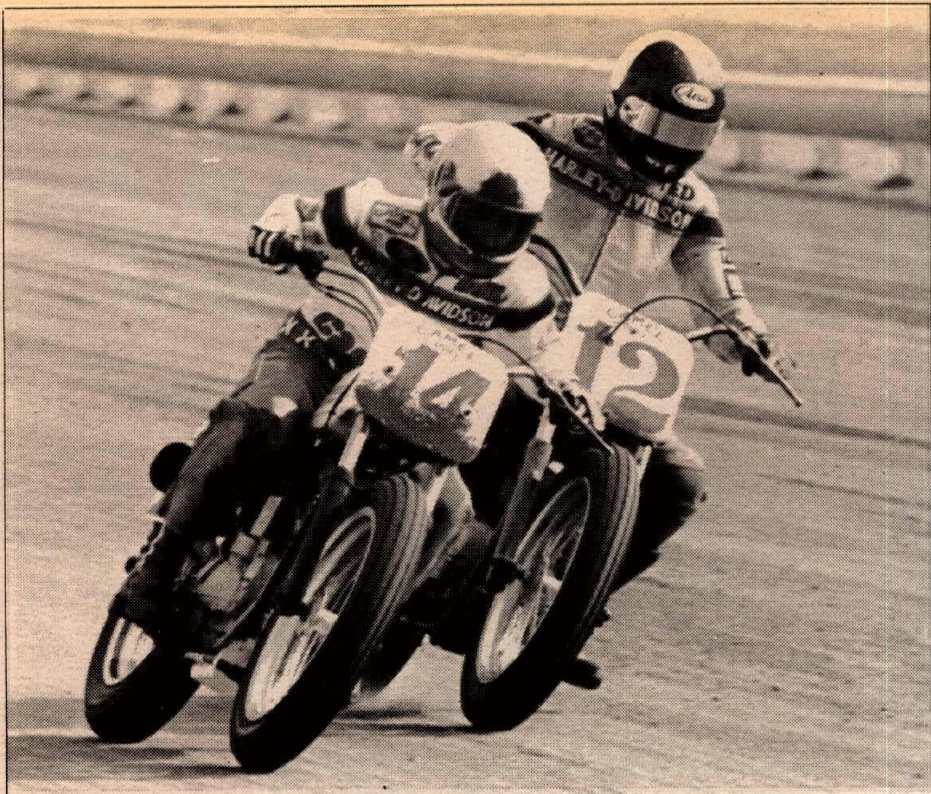
Wayne Rainey made Kenny Roberts' day complete by piloting his Marlboro/Team Kenny Roberts Yamaha to the Formula Two crown at Laguna Seca. That gave Kenny's team a sweep of the top two events.

To be on Kenny's team you have to be the best... because Kenny is a winner, for his team he chooses Dunlop Tires. After all, everybody knows that winners ride on Dunlop.

*To all our riders who bring home the checkered flag...
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Dunlop Tire & Rubber Corp. Buffalo, NY 14240-1109



Hank Scott (14) and Ted Boody ran it right down to the wire with Scott claiming the win by three lengths.

PHOTOS BY BERT SHEPARD



Scott celebrates his 16th National win, the 11th coming on a mile oval. Scott has won four of seven at DuQuoin.

AMA Grand National Championship/Camel Pro Series: Round 18

Hank Scott edges Boody in DuQuoin Mile

By Gary Van Voorhis

DUQUOIN, IL, JULY 28

Hank Scott, biding his time until the final laps in the DuQuoin Mile National, snatched the win from Ted Boody by a margin of less than three bikelengths at the completion of

25 miles. Boody set a strong pace from the start, gambling he could break away from the field and still have enough rubber on his rear tire for another charge in the last laps should a challenge materialize. Boody lost his gamble.

Steve Morehead made it a three-rider sweep for the non-factory-backed ranks with a come-from-behind charge to third.

Scott's win broke Team Honda's lock on the top spot in mile Nationals previously run this season and the Scott/Boody/Morehead triumvirate marked the first factory shutout from a top three placing in nearly a year. All three were Harley-Davidson XR750-mounted.

Honda's Doug Chandler and Harley's Randy Goss rounded out the top five at the finish. Missing from the action up front were Scott Parker and Ricky Graham. Parker's factory Harley struck electrical problems before the halfway point while Honda's Graham had head gasket problems on his RS750. Both were reduced to circulating at a snail's pace and finished 15th and 16th, respectively.

Goss came away from the race with a double bonus in the points. He gained an additional four from the AMA appeal board's decision to suspend Bubba Shober for six Nationals, retroactive to the Hagerstown National and including both dirt track and road races, plus another 10 on Graham's finish out of the points. Goss now leads Graham by 14 points.

165 to 151. Parker's no-points ride allowed Chandler to close within five points, 135 to 130, while Boody lurks in fifth at 121.

Qualifying

Graham, to the surprise of few, was the top qualifier and blasted Hank Scott's 1978 track record of 35.956 seconds at 100.122 mph with a 35.423/101.628 trip around the egg-shaped track at the DuQuoin State Fairgrounds. Steve Eklund cranked his Carl Patrick-built Harley XR to a 36.237 clocking ahead of Morehead, Chandler and Terry Poovey. Goss, with brake problems in his qualifying run, was 23rd quickest. Curt Rehmer was the 48th and final rider to make the program for the National out of the 62 riders on hand. His time was 38.204.

Heats

The opening three laps of the first heat saw Graham, Poovey and Parker engaged in a wheel-to-wheel duel for the lead. Graham broke away on the fourth lap to leave Poovey and Parker swapping second. Pete Hames quickly came up to make it a three-way duel, but lost the draft on the seventh lap and couldn't draw another bead on the battle ahead of him. Parker tapped Poovey on the helmet and gestured to him as the two crossed the start/finish line to begin lap nine. Poovey held off Parker to finish second behind winner Graham. Both Parker and Hames complained to referee Duke Oliges after the race that they were getting sprayed with oil from Poovey's bike.

"I checked the bike and there was a problem with the sump," said Tex Peel about Poovey's bike afterward. "It'll be straightened out by the National."

The second heat was a dogfight with Jon Cornwell, Gary Scott and Eklund swapping the lead although eight riders were in the front-running pack. By the halfway point, Eklund had secured the lead from Scott with Cornwell, after a slip off the groove, back in third and rapidly catching back up. Eklund opened up some breathing room and held about 20 lengths on the Cornwell/Scott fight for second as the eighth lap neared completion. Eklund suddenly slowed heading for the white flag and the last lap while Cornwell, on the Deely Harley-Davidson-sponsored XR, and Scott flew past with the rest of the field soon doing the same. Eklund coasted to a halt on the back straight. The fight for second now became one for the win while a five rider battle that had been for fourth took on new significance. Cornwell won, holding off the challenge of Scott. Ronnie Jones, on the Fargo Harley-Davidson XR, barely edged Chuck Springsteen for third and a spot in the National.

Eklund was disappointed, but looked on the brighter side of things. "I think we've cured the problem of the missing horsepower," said Eklund. "Now we've got to get the engine to stay together. A broken wrist pin ended my ride today."

Steve Morehead put his Paul Chmiel-tuned, Esquire/KK Motorcycle Supply-sponsored Harley into the lead of a seven bike battle for first in heat three. Morehead lost the front spot to Goss on lap seven with Boody, on the Tex Peel Racing/Castrol-sponsored Harley, then taking the lead on lap eight. Fran Brown, Scott Pearson and Peter Hook had been engaged in the early battle for the lead, but lost the draft and hovered close enough behind in a swapfest over fourth. Boody strengthened his hold on the

lead over the final lap with Goss fending off the challenges of Morehead for second.

The only real runaway of the heat races occurred in the fourth heat when Hank Scott set sail on the start, taking advantage of a raging battle for second to put his Sisemore/KK Motorcycle Supply Harley on cruise control. Tim Mertens, Doug Chandler, Rod Farris, Bryan Hardin and Alex Jorgensen mixed it up in an early battle with the closing laps seeing Chandler and Farris fighting for second while Mertens shadowed them. Scott came home an easy winner while second went right to the finish with Chandler leading Farris to the checkered flag by about three bikelengths. "The groove is getting wider and you can run the bike harder into the corners," said Scott. His heat was the fastest of the four, earning him the pole position for the National.

Semis

The top two finishers from each semi would go to the National and in the first semi a crowd of 10 riders strung together like a train, dueling for the spots over the first five laps. Lance Jones played engineer for three laps before Hames pushed his way past and into the lead. Hames, on the Iveco-sponsored Harley, commanded the final laps with privateer Jones trying a draft and pass maneuver on the charge to the checkered flag which fell half a bikelength short.

Scott Pearson led the opening lap of semi two, then Tom Maitland and Mertens blew by on lap two. Maitland held command of the next four laps until Mertens zipped into first with a pass into turn three. Hardin, after passing Pearson, dropped Maitland to third on lap eight as Mertens pulled out some breathing room. Hardin held off the challenges of Maitland to earn his second National start this year.

Last Chance Qualifier

Pearson wanted the one advancement position to the National up for grabs in the LCQ badly, but two laps into the race engine problems with his XR ended his day. Tammy Kirk then ran out front for nearly three laps before slowing with tire problems. Fran Brown took over, then it was Chuck Springsteen's turn and then Peter Hook got his chance out

front. The lead changed constantly and at the finish it was Springsteen by inches over Hook.

"It's about time," said a jubilant Springsteen, who is sponsored by his brother Jay and Cummings Harley-Davidson.

Kirk, on the other hand, wasn't smiling. "I could have won," said the only female to ever hold a National dirt track number. "The bike was running strong, but I got a bit too anxious and burned up my tire riding hard earlier than I should have."

Junior National Championship

The Junior National went right to the finish with Chris Carr holding off a final challenge by Duane Duvall to greet the checkered flag by a one bikelength margin over Duvall. Carr took command at the end of the first of 12 laps in the final and lost the lead at the start/finish line only once on lap five. On the rest of the track the two swapped the front position at will. Roger Thompson and Brad Furlong were in a similar battle for third, five to 10 lengths back. Carr and Furlong were 500cc single-cylinder four-stroke mounted while Duvall and Thompson rode restricted XR750s.

On lap eight, Furlong made a strong challenge for the lead, but it was rebuffed. Then Thompson tried. The outcome was that Furlong and Thompson lost the draft on the front two and had to settle for a third place duel.

While Carr was barely holding off Duvall for his second straight mile National win and fifth National win of the season, Thompson put an end to Furlong's dreams of a winner's circle appearance and swiped third at the flag.

"I knew Duane was there and waiting to make a move," said Team Wood-Rotax rider Carr. "I tried not to think about him on the final lap and just ride a perfect one with no mistakes." It worked.

"I only made one mistake," said Duvall. "Unfortunately, it was on the final lap. Chris had a good low line through turns three and four which forced me to go high if I wanted to get around him. I got a bit too high and went into the marbles at the top of the groove coming off turn four. That cost me my chance at a good drive to the flag."

"It was frustrating out there for me," said Thompson afterward. "I couldn't seem to find a low line that would work for me all the time. Having to fight off Furlong didn't help either. I did get a good final lap."

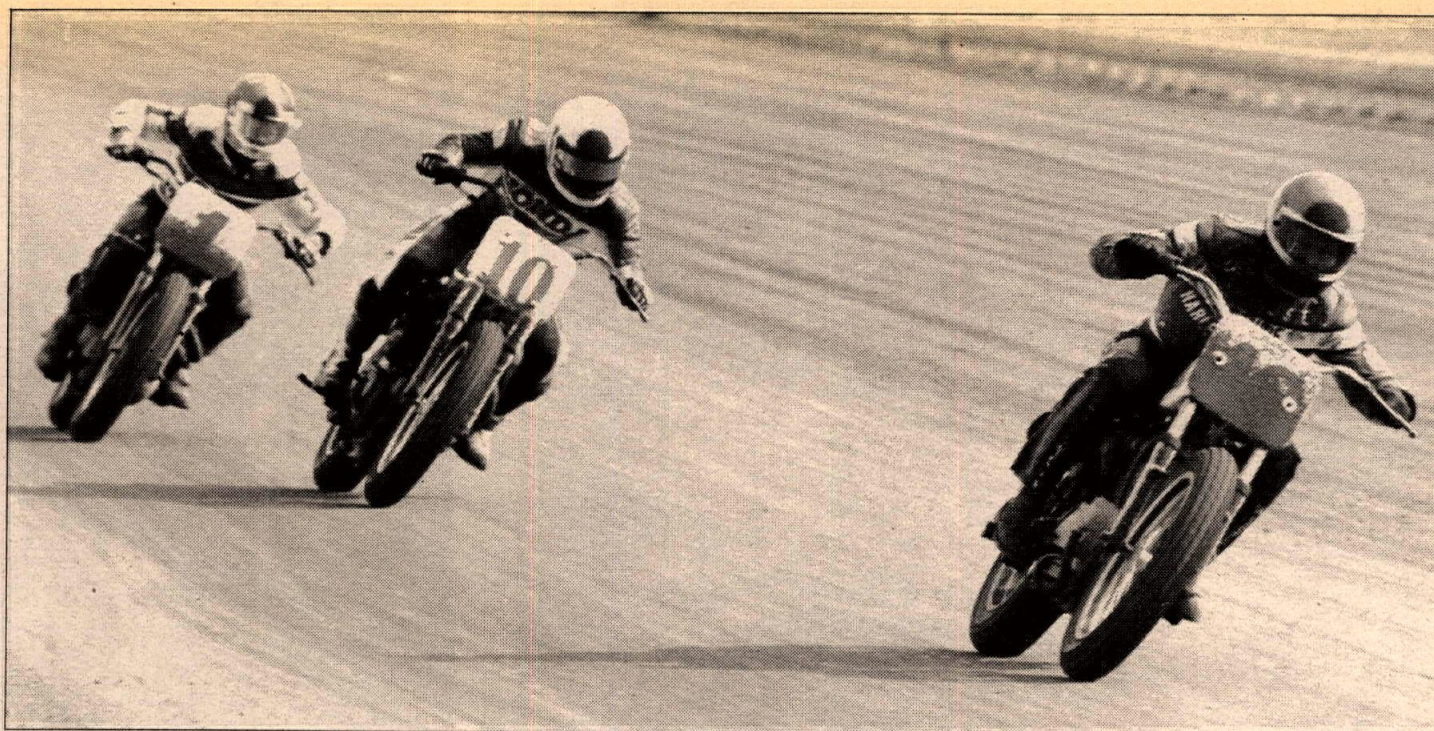
National

Ted Boody was all smiles in the pits prior to the National as if he knew something nobody else did. "I'm going with the same combination I ran in the heat race," said Boody. "The only change is a buffed-in tire on the rear. I'm going out and win this son of a gun, it's as simple as that."

On the grid, Hank Scott selected a spot well to the infield side of the groove for his starting position. "The track is wet here and it's been in the shade all day. On the start you can practically give it all the gas you want because the traction is there. If you start on the groove you have to feed the gas carefully or you'll spin the tire and you don't want to get a bad start here."

The track had grooved up since the start of practice and by the time the National was up the groove was wide enough to allow side-by-side racing through the turns.

Boody shot off the start like a rocket with Poovey, Cornwell, Hank Scott, Graham, Goss and Chandler in tow. Morehead was near the back of the 17-rider field.



Steve Morehead leads Doug Chandler and Randy Goss in a battle for third. They finished that way.

Boody, racing like it was a five-lap sprint instead of 25 grueling laps, had a single task on his mind: Open as much ground as he could and let the rest of the field try and catch him.

Graham sliced his way to second over Poovey on lap three while Goss held off Hank Scott in a fourth-place tussle. Parker was on the move and up to sixth.

Boody had nearly 100 yards on Poovey by lap five while Goss had shuffled Graham to fourth ahead of Hank Scott, Cornwell, Chandler and Morehead. Parker, with a high line challenge, lost much more than he gained and dropped to ninth.

Graham's charge came to an end as he completed the sixth lap. He slowed and was quickly passed by half of the field in the next lap before being relegated to 16th on the next go around. Chuck Springsteen, with engine problems, had already dropped out of the race.

The battle behind leader Boody tightened up on lap 10 as Poovey led Hank Scott, Chandler and Cornwell. Morehead, in sixth, led Farris, Parker, Hames, Mertens, Gary Scott and Lance Jones in a close quarter drill. Graham continued to circulate on his sickly sounding bike.

One lap later it was Parker's turn to get bit by a gremlin in the form of a loose ignition ground wire. He slipped steadily backward and gave Graham company at the back of the pack.

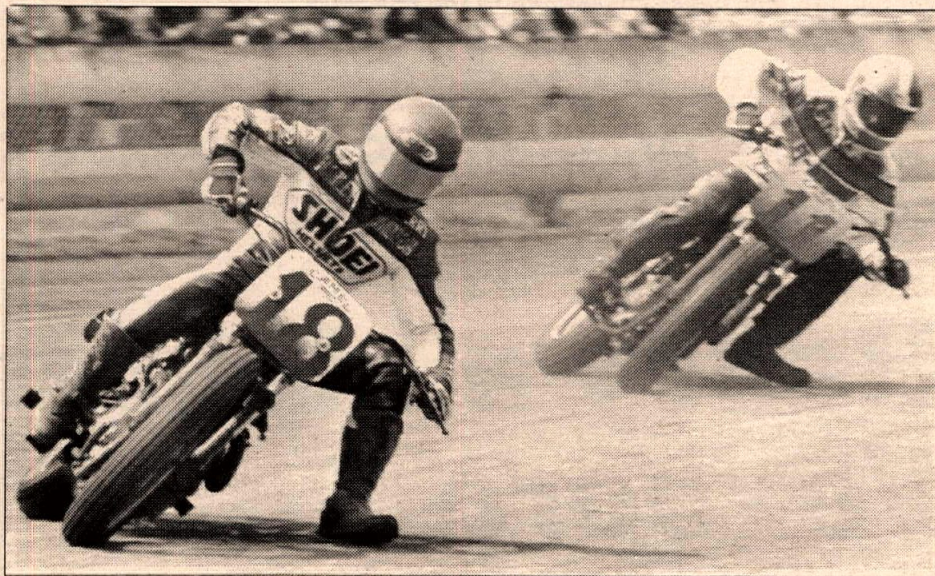
By lap 13, Hank Scott had whittled Boody's lead down to about 50 yards and had broken away from his fight with Poovey and Goss while Chandler and Morehead were inching their way toward making the battle for third a four-rider duel.

Hank Scott continued to reel in Boody as attention passed from that battle to the Goss/Poovey/Chandler/Morehead fight. Cornwell was a lonely seventh ahead of a Gary Scott/Hames/Farris/Mertens/Jones clash.

On lap 17, Hank Scott was knocking on Boody's rear tire, looking for an opening, while Morehead had moved into fourth behind Goss and ahead of Chandler and Poovey. Scott made his move on the next lap, taking the lead from Boody as the two headed into turn three. Boody took it back in turn one and a pattern was set for the next few laps.

Heading into turn one, Morehead grabbed third from Goss on lap 21 and held off the challenges of first Goss and then Chandler. Two laps later Morehead and Chandler touched going into turn one with Chandler being bumped off the groove and

Terry Poovey (18) finished sixth in the Nationals. Here in a heat race he leads Scott Parker.



dropping to fifth behind Goss.

"It was fair," said Chandler afterward. "I did that to Steve at Sacramento so he owed me one. We were going for it and that's racing."

Meanwhile, Scott grabbed the lead on the start of lap 24 and never surrendered it. He checked on Boody by glancing over his shoulder as the two headed for the white flag, but with the checkered flag in sight, Scott never looked back.

Morehead wasn't challenged for third on the last lap and Chandler held Goss to fifth. Poovey, off the pace in the final five laps, finished sixth, with Jones emerging from a battle to grab seventh over Gary Scott in a to-the-flag charge.

"I had a good bit of tire left," said Hank Scott afterwards. "I was riding conservatively the whole race. I kept a steady pace even though Ted split at the beginning because I knew I could make time with it. The big problem was shaking Terry and Randy off my back and breaking the draft with them. Once I did that, I felt I could begin to reel Ted in. The key to the race was the line I had through the corners, especially in the middle of turns one and two. That set me up for a strong drive every lap. I spent a lot of time working on my bike last week and I'll guarantee you it's one of the fastest Harleys in the nation." Scott has been building and riding his own bikes since he left his Tex Peel ride in early June.

"I rode the first five laps wide open," said Boody. "Once I felt I had a good lead I slowed down because I knew at the pace I was going I would probably wear my (rear) tire out by

the finish. I guess I didn't back off soon enough because once Hank caught me I couldn't stay with him. He was getting a lot better drive off the corners and I didn't have the traction to do it. I'm sorry Ricky broke because I wanted us to beat him fair and square."

Morehead was all smiles. "Finally I've gotten some good luck. I wish I had gotten a better start because I feel I could've run with them up front. I watched Hank early and saw the line he was riding. I began to use the same one and picked off everyone in front of me except Hank and Ted. It was the key for me. Hey, the champagne sure tastes good."

Results

25-LAP NATIONAL: 1. Hank Scott (H-D); 2. Ted Boody (H-D); 3. Steve Morehead (H-D); 4. Doug Chandler (Hon); 5. Randy Goss (H-D); 6. Terry Poovey (H-D); 7. Lance Jones (H-D); 8. Gary Scott (H-D); 9. Jon Cornwell (H-D); 10. Tim Mertens (H-D); 11. Pete Hames (H-D); 12. Rod Farris (H-D); 13. Ronnie Jones (H-D); 14. Bryan Hardin (H-D); 15. Scott Parker (H-D); 16. Ricky Graham (H-D); 17. Chuck Springsteen (H-D).

TIME: 15 min., 08.127 sec.
AVERAGE SPEED: 99.105 mph.

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Randy Goss (165); 2. Ricky Graham (151); 3. Scott Parker (135); 4. Doug Chandler (130); 5. Ted Boody (121); 6. Bubba Shober (89); 7. Alex Jorgensen (88); 8. Steve Morehead (72); 9. Terry Poovey (69); 10. Pete Hames (60); 11. Mike Baldwin (57); 12. Hank Scott (53); 13. Gary Scott (48); 14. Scott Pearson (47); 15. Jimmy Filice (46); 16. Kenny Roberts (40); 17. (TIE) Steve Eklund/Jay Springsteen (39); 19. Wes Cooley (36); 20. Tim Mertens (32).

12-LAP JUNIOR NATIONAL: 1. Chris Carr (W-R); 2. Duane Duvall (H-D); 3. Roger Thompson (H-D); 4. Brad Furlong (C-A); 5. Mike Arthur (C-A); 6. George Roeder (H-D); 7. Joel Green (H-D); 8. Don Estep (H-D); 9. Don Myers (H-D); 10. Ken Maynard (H-D); 11. David Miller (H-D); 12. Dominic Michaud (C-A); TIME: 7 min., 33.847 sec.

AVERAGE SPEED: 95.186 mph.
JUNIOR NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Chris Carr (209); 2. Don Estep (154); 3. Duane Duvall (131); 4. Roger Thompson (125); 5. Michael Arthur (85); 6. David Miller (57); 7. Chad Felicio (55); 8. Randy Bird (52); 9. Jim Taves (42); 10. Robert McDonnell (39).



David Bailey rode flawlessly during the final: He took over the lead in the first lap and was never challenged to the checkers.

PHOTOS BY RICHARD DeLIBERTIS AND TOM KOLNOWSKI



Jeff Ward leads the start of the final, while Ron Lechien (picking up bike) and a few other riders tangle. Ward finished third.

Insport/Wrangler Supercross Series: Round 12

Bailey a night mover in Foxboro

By Tom Kolnowski

FOXBORO, MA, JULY 28

As much of the world's population focused on the opening ceremonies of the Olympic games, all eyes in Sullivan Stadium were intently fixed on Honda's David Bailey, who

put in a 20-lap command performance to win the Miller High Life Supercross. Bailey pulled clear of the pack early in lap one and kept a steadfast grip on the lead all the way to put his second win of the '84 series in the record books.

Yamaha's Ricky Johnson slipped ahead of a struggling Jeff Ward at the one-third mark and held on to finish second, while Kawasaki's Ward nailed third over Honda's Johnny O'Mara and Kawasaki's Billy Liles.

O'Mara still holds an impressive lead in the Wrangler Supercross Series over Ward, 479 points to 429. Ward, however, has some close company indeed: Bailey pulled into third only four points back with 425, while Johnson is fourth at 423.

Heavy rains in the days before the event gave way to clear skies on race night, and most riders gave high marks to the sand-based track constructed and maintained by John Savitski and crew. The Pace Management/ESP-promoted event was also well accepted by Boston-area residents: a crowd announced at 30,852 attended the second Foxboro Super-

cross.

Heats

Suzuki's George Holland kept Bob Hannah and O'Mara at bay for much of the first eight-lap heat, but by lap five it was O'Mara with a sure lead after taking an outside line around Hannah and then Holland. O'Mara scooted ahead while Hannah pulled clear of Holland and Bettencourt's Honda (of North Attleboro, Massachusetts) rider Jo Jo Keller.

O'Mara, who said, he was "riding a bit conservatively since it was only a heat race," won by less than a second over Hannah. Holland, Keller, A.J. Whiting and Honda's Ron Lechien trailed.

Ward took immediate control of the second heat and bounded to an eight-second win over teammate Billy Liles. Suzuki's Scott Burnworth kept third all the way, while Yamaha's Keith Bowen sliced through to finish fourth after starting eighth. Yamaha rider Jim Anderson took fifth over Suzuki's Mark Barnett, who had crashed in the early going.

Johnson appeared all set to run away with the next heat, until Yamaha Support rider Jim Holley pushed into the lead before the end of the first

lap. Holley and Johnson went wheel-to-wheel for two more laps, then Johnson found a quick inside line and railed to the front. Once clear, Johnson cooked to the win by nearly 14 seconds over teammate Broc Glover, Holley and Yamaha rider Steve Burdette.

The final heat was all Bailey's. He opened up a comfortable lead in the early laps over Team Tamm's Alan King, Kawasaki's Goat Breker and Holiday Inn of Leucadia, California-sponsored Don Turk, then sped on to the win in spite of a crash on lap three. King, Breker and Turk were strung out behind for the next three spots at the finish.

Quarter-finals

Dan Bolle Racing of Boulder Colorado rider Ed Arnet handily won the first quarter-final in start-to-finish style. Honda-mounted Arnet led a basically unchanging threesome consisting of Floridian Kevin Foley, Sam Dell Kawasaki of Oneida, New York's Tom Rice, and Cycle Design-backed Greg Mayo all the way. All four transferred to the semis.

Yamaha rider Allen Semar sprinted to the win in the last quarter-final, as Honda-mounted Joe Waddington held off Yamaha Support rider Mark Murphy and Suzuki's Rick Ryan. Waddington unloaded in the late laps and Murphy and Ryan snuck past to finish 2-3 over Waddington.

Semis

As the gate fell for the first of two semis, Ward assumed a quick lead over O'Mara, Hannah, Barnett, Lechien, Liles and Husqvarna's

Micky Dymond. And the race could've ended there. Ward rammed on ahead to the win with the same six trailing to the finish. Ward had a five-second lead over O'Mara at halfway, but that was reduced to only a second in the last two laps after Ward nearly crashed.

"I got a bit out of shape," said Ward, "and my chest slammed up against the handlebars. Johnny closed but I had enough of a cushion left to win."

Johnson and Bailey cruised away from Glover, Holley and Dan Bolle Racing's Erik Kehoe in the early laps of the second semi. Bailey shadowed Johnson all the way, with never more than a second between the pair, and on the last of the eight laps Bailey inched closer. Johnson eked out the win over Bailey by less than a bike length. Glover fell 15 seconds off the pace to finish third, with Holley and Kehoe rounding out the top five.

Last Chance Qualifier

Burnworth took to the front of the LCQ after a half lap, but the partisan crowd didn't seem to care. Keller, from nearby Plymouth, Massachusetts, was a solid third, and the locals got behind Keller in the form of healthy waves of applause and shouting. By the end of lap three Keller had dispensed with Ryan and moved into second behind leader Burnworth.

On lap three, Keller was nipping at the rear wheel of Burnworth, and accompanied by shouting from the spectators Keller did what was expected of him — he passed Burnworth and stayed at the front to win. Burnworth nabbed the last transfer to the final, while Breker topped Ryan for third. "It was something I felt I could do," said Keller. "I had some (carburetor) jetting problems to sort out earlier in the evening, but the bike was running fine in the Last Chance Qualifier. I'm all set for the main."

Final

Most of the drama in the final took place only moments after the pack thundered out of the gate. "I've never seen anything like it," said Johnson. "There were about seven of us (Ward, Johnson, Bailey, Liles, O'Mara, Lechien and Barnett) running side-



Neither Ron Lechien (7), Keith Bowen (68) or Broc Glover (3) had a good night. They finished seventh, 11th and eighth.

by-side into the first corner and everybody held the throttle to the stop — nobody backed off."

While the pack funneled safely through the right-hand sweeper, the next corner — a quick left — was the site of a major melee. "I saw Lechien and Barnett go down" said Johnson, "and there were bikes all over. As Lechien slid out he threw a bunch of dirt into my face." Ward, Bailey and Johnson came out clean and led the parade.

"Barnett kept the gas on there and ran into me," said Lechien. "I think his bike got caught on mine somehow and it threw me right over the bars and onto the ground."

"I'm not sure what happened," said Barnett. "I just went to the inside of Lechien and something hooked — the bike went flying and I stayed."

A few seconds later Bailey made a move that sent him to the front. "I managed to make a clean pass on Ward and Johnson in the whoops," said Bailey. "Basically, that was the race right there. I knew if I didn't pass right away I probably wouldn't get another chance. Had I been second that would've been the end of the race for me. I just rode pretty consistently from then on."

Ward assumed second over Johnson, Liles, O'Mara, Keller and Hannah, and that order held through lap two, when Keller came to an abrupt halt at the side of the track. "There were only a few rocks on the entire track," said Keller, "and one of them got lodged in between the frame and the brake pedal. I rode a few laps slowly but it was pretty ridiculous to try to ride without a rear brake, so I dropped out."

Bailey smoked to a four-second lead over Ward, with Johnson a close third heading into lap five. "I worked pretty hard," said O'Mara, "but I managed to catch and pass Liles." That made the order Bailey, Ward,

Johnson, O'Mara, Liles and Hannah, with Ward and Johnson trading spots the next lap.

"I was riding really well in the early going," said Ward, "then started to make mistakes at every corner or every jump. I slowed down a bit and Johnson easily went past through the whoops."

Johnson, while in second, found a larger five-second gap between himself and leader Bailey. "About all I could do was wait for a mistake by Bailey," said Johnson. "It seemed like every time he would make a bobble and I'd move in closer, that I'd just make another mistake." Ward, O'Mara, Liles, Hannah and Lechien trailed the front pair.

On lap 10, Bailey very nearly lost it all. "I was in the whoops and didn't get a good enough drive off the first whoop," said Bailey. "I nearly 'squirreled out,' but managed to save it before I went down all the way. I came out of it pretty good and took off."

The last 10 of 20 laps saw little in the way of passing, at least among the top seven positions. Bailey lost a few seconds to Johnson after his mishap but gradually stretched it back out; Ward, Liles, Hannah and Lechien were never close enough to one another to make any sort of pass. Glover snuck inside of Holland on lap 12 to nail down eighth, and that's how they stayed.

As Bailey took the checkered flag he raised both fists high into the air. Johnson finished four seconds behind Bailey, while Ward, O'Mara, Liles, Hannah, Lechien and Glover straggled in behind him.

"Johnson and Ward were riding as well as I was," said Bailey, "but I won the race simply because I got ahead right on the start. Still, it feels great to win. I was especially trying hard since I wanted to make a good impression on my girlfriend's (Gina



Rick Johnson avoided a second-turn pile-up in the final, passed Ward and ended the evening in second.



Plagued by injuries throughout the year, Bob Hannah could only manage a sixth and is currently ninth in the points standings.

Damone) parents and family since they were all here tonight. I think I did!"

"I worked hard all the way," said Johnson. "Bailey was riding well — he deserved to win tonight."

"I'm in the position where I can afford to lose a few points," said O'Mara, "so fourth isn't so bad. I still go into each race trying to win it, but I'm still pretty comfortable with my point lead since we only have three rounds left."

"I think I should've made it into fourth," said Liles. "Still, I'm happy with fifth and seem to be getting the hang of Supercross. I wasn't double-jumping a set of whoops early on and that's where O'Mara got me. I tried it

later and made it, so I managed to keep Hannah behind me all the way. It was a good weekend for me." •

Results

20-LAP FINAL: 1. David Bailey (Hon); 2. Ricky Johnson (Yam); 3. Jeff Ward (Kaw); 4. Johnny O'Mara (Hon); 5. Billy Liles (Kaw); 6. Bob Hannah (Hon); 7. Ron Lechien (Hon); 8. Broc Glover (Yam); 9. George Holland (Suz); 10. Alan King (Hon); 11. Keith Bowen (Yam); 12. Mark Barnett (Suz); 13. Scott Burnworth (Suz); 14. Kent Howerton (Kaw); 15. Jim Holley (Yam); 16. Mark Murphy (Yam); 17. Erik Kehoe (Hon); 18. Steve Burdette (Yam); 19. Micky Dymond (Hus); 20. Jo Jo Keller (Hon).

INSPOUT/WRANGLER SUPERCROSS SERIES POINT STANDINGS: 1. Johnny O'Mara (479); 2. Jeff Ward (429); 3. David Bailey (425); 4. Ricky Johnson (423); 5. Ron Lechien (379); 6. Broc Glover (339); 7. Mark Barnett (330); 8. Alan King (271); 9. Bob Hannah (267); 10. Billy Liles (260); 11. Kent Howerton (180); 12. George Holland (177); 13. Goat Breker (163); 14. Keith Bowen (147); 15. Jim Holley (146); 16. Rick Ryan (114); 17. Scott Burnworth (106); 18. A.J. Whiting (94); 19. Ross Pederson (90); 20. Eric Eaton (80).

HONDA WINS SERIES WITH TRIPLE PLAY.

Team Honda wins three: Fred Merkel at Laguna Seca, California; Ricky Graham at Springfield, Illinois; David Bailey at Binghamton, New York. In the big leagues, the name of the game is hardball. And last weekend Team Honda was throwing some pretty mean stuff.

In fact, the competition went down on three straight strikes.

At Laguna Seca, we threw them a fast one. Fred Merkel, aboard his liquid-cooled V45 Interceptor™ Strike One.

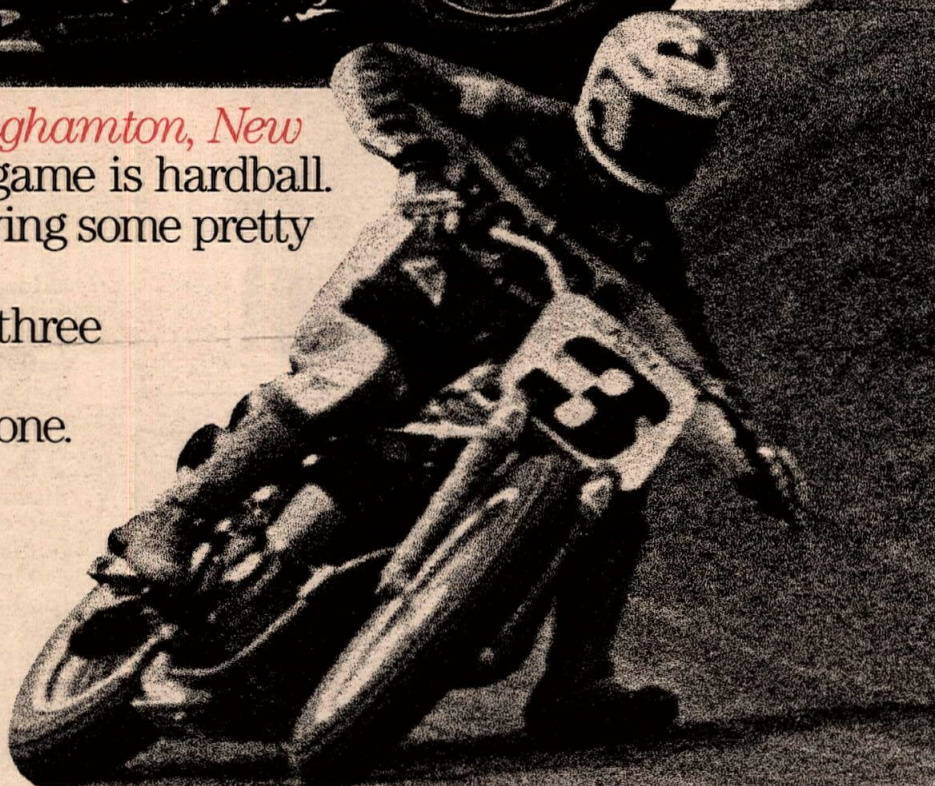
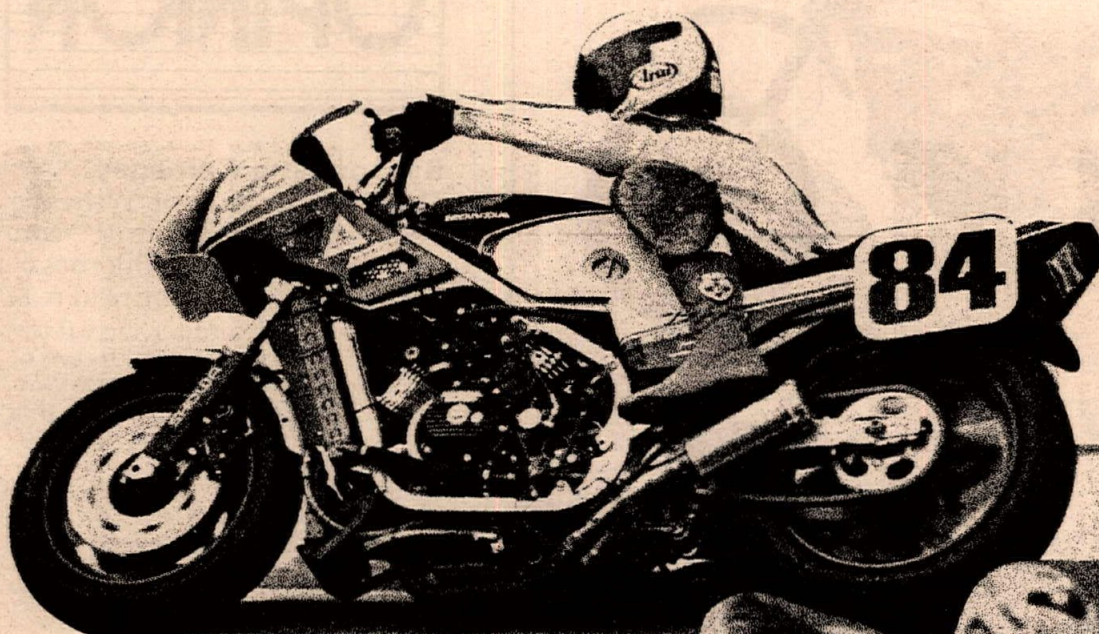
At Springfield, we used a slider. Ricky Graham, to be exact, keeping his RS750 low and inside. Strike Two.

At Binghamton, we needed something that would just graze the corners. That's when we called in David Bailey on his Pro-Link™ equipped RC500. David's perfect control won him his eighth consecutive outdoor national.

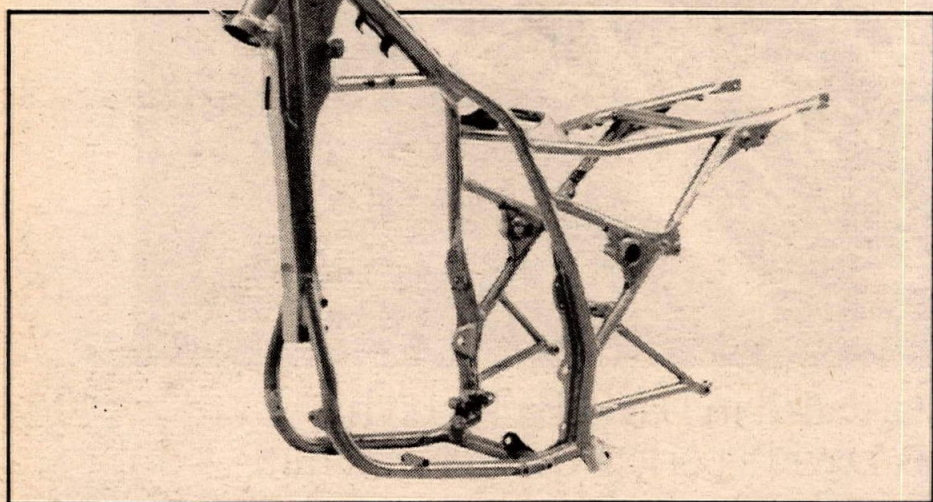
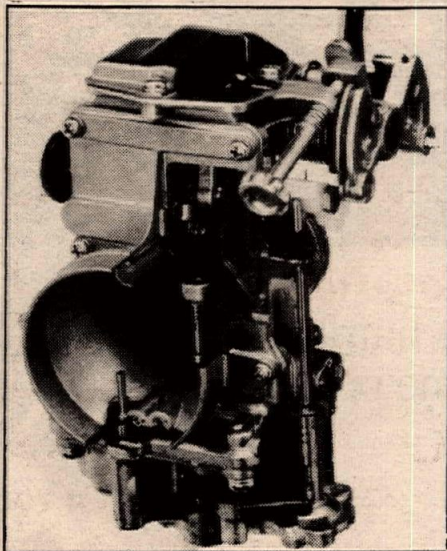
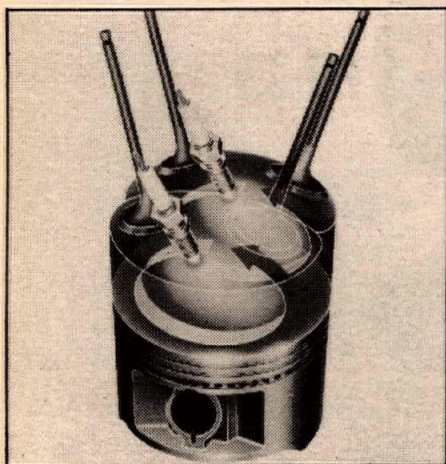
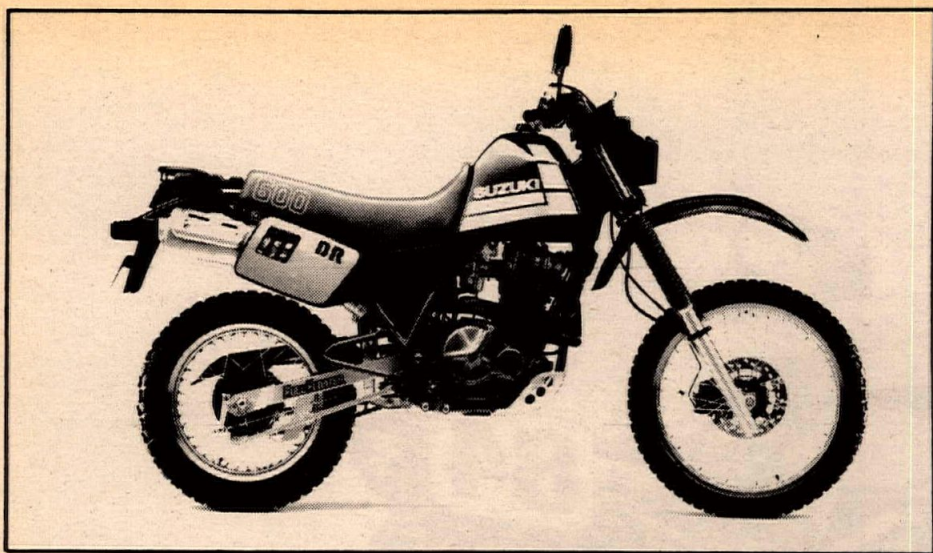
Strike Three. Game over.

Of course, winning isn't everything. It's how you play the game. Fred, Ricky and David all play to win. Which is why they insist on the same Honda technology that goes into every Honda we make.

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Suzuki's new SP600

Suzuki will sell a new dual-purpose machine known as the SP600 in the United States. The bike, called the DR600 in other parts of the world, has a single overhead camshaft

598cc engine, with four valves in a Twin Swirl Combustion Chamber and two spark plugs. Bore and stroke are 94 x 85mm, compression ratio 8.5:1. Ignition is electronic, and the carb is a flat-slide 40mm Mikuni with an accelerator pump.

There's a kick-starter-activated automatic compression release and a manual compression release on the handlebars, both to make starting easier.

An oil cooler is stock, mounted ahead of the cylinder and head on the left side.

The chassis features a new semi-double-cradle frame with a single

rear shock and a 57.7-inch wheelbase. Seat height is 35 inches.

The front forks have 39mm stanchion tubes and deliver 9.4 inches of travel; rear travel is 8.7 inches. The front wheel is a 21-incher, the rear a 17-incher; the front semi-knobby tire is a 100/80-21, the rear a 130/80-17.

A 9.5-inch hydraulic disc brake is used on the front wheel with a drum brake on the rear.

Lighting comes from a 60/55w quartz-halogen headlight and the gas tank holds 5.5 gallons (5.3 gallons in California, the extra capacity lost to evaporative emissions controls).

The U.S. model is available in red and has a suggested retail price of \$2399.

My OPINION

By Donnetta Carnagey

How bad is Senator Wilson's Wilderness "compromise" you ask? If you like "wilderness" borders drawn for political reasons, without regard for the wilderness quality of the land, or the loss of recreation or natural resources within them... then you're gonna love this legislation.

If you've a California off-roader, who knows Kennedy Meadows, Wildrose, Jackass, Broder Meadows, Dark Canyon, Woodpecker and other trails, or a Northern California off-roader, who enjoyed the Sierra, Dinkey Lakes, Machesna Mountain or Jenny Lakes (among others), you're gonna hate it. About 1.8 million acres worth.

In April CORVA met briefly with Senator Wilson, who reacted to a letter accusing him of "dirty politics" for expanding wilderness into non-wilderness areas after personally promising he would not do so. At that time, we suggested that perhaps his staff had shielded him from the facts that had been provided them on the massive losses to recreation that would result from his bill (which then stood at 1.6 million acres). We pointed out that the wave of public sentiment said clearly, "keep our public lands public."

The maps that have been provided (preliminary as they are), indicate that either he has *not* perceived the losses to recreation, or that he just doesn't give a damn about them. The opinion has been voiced by more than one source that perhaps Senator Wilson and Senator Cranston support the preservationist goal of banning off road vehicles from public lands. That goal is well served by this legislation.

The key issue, one that Wilson has been careful to disguise, is that the 600,000 acres he has added to the Forest Service-recommended 1.2 million acres of wilderness, do *not* meet wilderness criteria, do *not* have natural or definable boundaries (such as ridgelines or rivers), and encompass paved or improved roads, nearly 2,000 miles of roads and trails, private land or leased land, forested (logged) lands, mined lands, and hundreds of campsites. Beyond the recreation issue, millions of board-feet of lumber, megatons of minerals, and the jobs associated with gathering them, will be needlessly lost. Not for the good of the land, or the people of California. Not for the "need" for more wilderness, beyond the 5 million existing acres, and the 1.2 million more already recommended and approved by business, industry, recreation, Governor Deukmejian and President Reagan... but to satisfy the political ambitions of two California Senators, and their aides.

If 1.8 million acres of wilderness seems staggering, consider that this legislation leaves 2.8 million more acres in "further planning" status... which means "future wilderness" as soon as it suits someone else's political needs. The Scodie Mountains, Fish Canyon and Caliente, along with what's left in the Sequoia will remain in that limbo.

Is there hope that Kennedy Meadows, and the other 600,000 acres of

false wilderness will be spared? Considering that the Senators are ignoring the pleas of the Governor, the President, oil, mining, timber, cattle, water and recreation interests, and the businesses of California represented by the California Chamber of Commerce who strongly oppose the 600,000 acre addition, it is unlikely that any consideration will be given by them to the needs of individual recreationists. If there is hope, it is that enough members of the House of Representatives can be convinced that the future of California's business and recreation should not be decided on a last-minute political "compromise."

The Forest Service has embarked on a three-year study, to be completed in 1986, to determine the wilderness characteristics of their land. The most prudent course is to wait for the results, and consider the recreational and resource values of the lands before locking them away.

The current course creates a massive playground for the elitist few who believe a "primitive" outdoor experience is the only acceptable experience, and denies access to the vast majority of Forest Service lands to those who need or desire mechanical devices to enjoy them. A recent administrative decision of the Forest Service even excludes bicycles, sleds, and wheelchairs from using roads and trails in "wilderness" (Since, by definition, roads and trails may not exist in true wilderness, we find it curious that a management policy must be established to prohibit people from using them). It is no accident 13 of the proposed additions align themselves along the Pacific Crest (hiking) Trail, and that 31 of all of the wilderness maps are similarly aligned. Yet, the so-called "preservationists" who enjoy, and often make their living from, "primitive" back- or horse-packing recreation, will go a long way to convince you their motives are pure.

We would like to see what happened if this legislation was amended to deny *all* public access to "wilderness," foot and horse travelers as well as mechanized. Ah, but the well-funded and powerful "preservationists" who instigated this legislation in the first place will assure *their* access will be retained, and assure that the image of off-roaders will continue to be sufficiently blackened as destroyers and rapers of the land, to make protection or promotion of *our* rights a politically and socially unacceptable act.

Off roaders, recreationists, business and industry, are asking Congress, and the President, to *delay* action on Wilderness legislation, not deny it, until a basis of fact, not political expediency, determines the true boundaries. *Every* concerned individual should do the same.

Donnetta Carnagey is Vice President of the California Off Road Vehicle Association (CORVA)... Editor.



KAWASAKI WARDS OFF RED MENACE.

August 8, 1984 **CYCLE NEWS**

AMA Grand National
Championship MX
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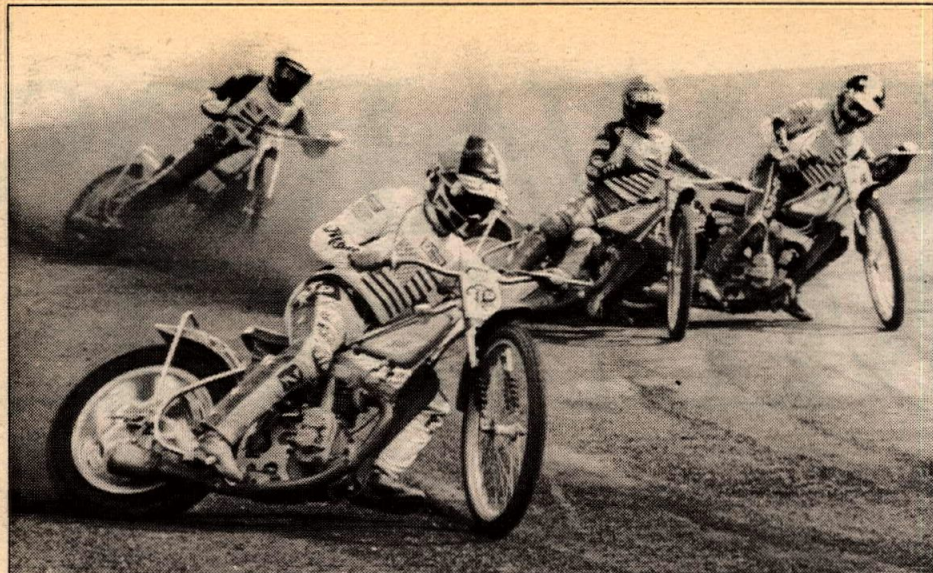
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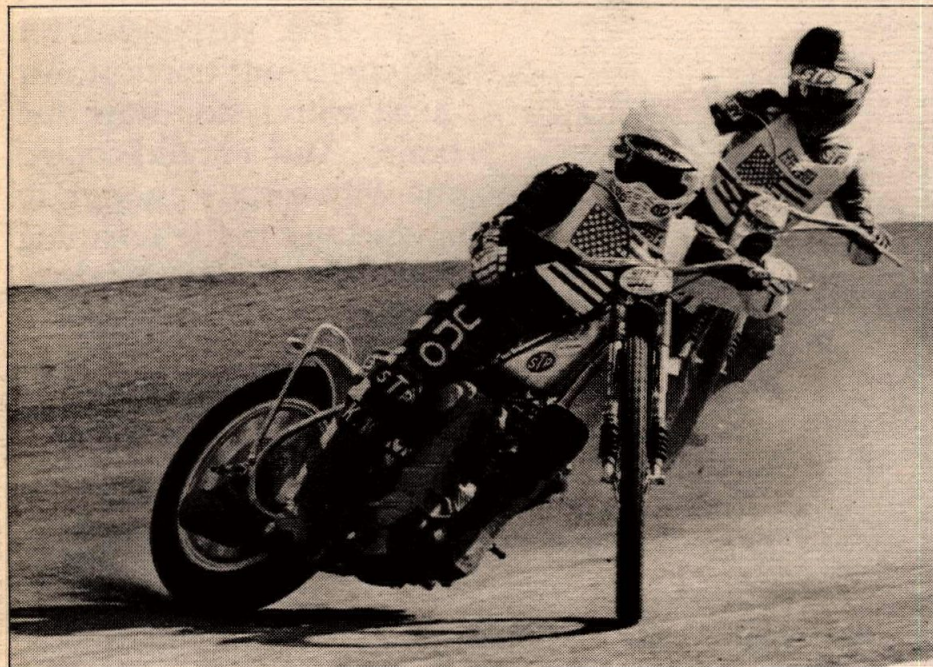


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PHOTOS BY JOHN HIPKISS

(Above) King leads Les Collins, Kelly Moran and Schwartz. (Below) Shawn Moran leads his brother. Both qualified for the Intercontinental Final.



(Above) Left to right: Phil Crump, Lance King and Shawn Moran in winner's circle. (Below) The U.S. was ecstatic over King's win.



Overseas Speedway Final

King wins, Morans transfer

By John Hipkiss

BELLE VUE, ENGLAND, JULY 15

Three Americans remained in contention for the World Individual Speedway Championship as Lance King stormed to a perfect 15-point score and won the Overseas Final.

The Moran brothers, Shawn and Kelly, also transferred to the Intercontinental Final, the last step before the World Final in Sweden.

While Shawn Moran finished third in the event and Kelly Moran won a run-off with England's Les Collins for the final transfer spot, odd man out was a very disappointed American captain, Bobby Schwartz.

Schwartz, who won the American Final in June, had a disastrous day and only scored three points. Mechanical problems plagued him for much of the day, including one race where he caught the ignition box with his leg at the start line. In two of his races where the bike was running, it wasn't fast enough to stay ahead of the competition.

cess; a magnificent and brilliant display of skill, control, speed and entertainment. He was headed only once in his five races, by England's Jeremy Doncaster in the 14th race of the day. King had to wait for two laps for Doncaster to make a mistake. When he did, King powered around on the outside. It wasn't a matter of if King would pass, but when.

In last year's Overseas Final King finished in the last qualifying spot and went on to make his World Final debut in Norden, West Germany, where he scored four points and finished in 12th place.

"I've matured a lot since last year when I didn't expect to do much in the World Final in Norden," said King. "I came here just to qualify but I realized after my first three wins that I could take the Overseas title. That's when I had my two bad gates, both from the inside.

"Doncaster had the drop on me in my fourth race but he kept to the low line and I knew I'd be able to get around around him if I went out and rode in the dirt.

"In my last race I just managed to get a little extra drive against Phil Crump and I knew if I drifted out a little into the dirt where the drive was I could keep the speed to stay in front," concluded King.

In was in race 18 that King met the Australian Crump. King was unbeaten, while Crump had dropped just one. If Crump had won it would have meant a run-off for first, but when the Aussie could see that there was no chance of catching the American, he eased up so that New Zealander Larry Ross could qualify.

King rode an Eddie Bull-tuned "special," having used the engine only once before, and he said, "I'm saving it, hopefully for the World Final."

Second place on the rostrum went to Crump with 12 points, and third was Shawn Moran with 11. But for an engine seizing in Shawn's second race, his point total would certainly have been higher.

Moran won his first race, beating Kenny Carter and in his second he met King. They were neck and neck for two laps before the engine failure put Shawn out of the race. In his third race he had to play runner-up to Crump, trying everything he knew to get past, all to no avail.

In Shawn's fourth ride he met brother Kelly, who came into the race needing points after only scoring four in his first three heats. Shawn won the race and Kelly finished second

after battling with Ross.

After four events Shawn Moran had a safe eight points. In his last race he had a terrible start, but after two laps he had fought his way past three Englishmen to take the flag first and wind up with 11 points.

Kelly Moran's passage was touch and go from the beginning. In his second race he was trailing the pack and only picked up one point (one very valuable point) with a burst around Doncaster on the last turn of the last lap. In Kelly's third race he met fellow Americans King and Schwartz and Englishman Les Collins, and Kelly wound up second behind King.

In Kelly's last race he only needed one point, but he finished last and was forced into a run-off with Collins for the last spot. Kelly controlled the race from the gate for his ticket to Denmark.

So for America it's King, Shawn and Kelly Moran going through to the next round in Vojens, where the top 11 finishers will go through to the World Final.

Of the eight English riders that qualified for the Overseas Final, only three transferred: Carter, Alan Grahame and Simon Wigg. Only Carter, still racing with a broken leg, is a likely contender for the world championship.

Results

QUALIFIERS: Lance King (USA) 15; Phil Crump (Aus) 12; Shawn Moran (USA) 11; Billy Sanders (Aus) 10; Mitch Shirra (NZ) 9; Alan Grahame (GB) 8; Simon Wigg (GB) 8; Larry Ross (NZ) 8; Kelly Moran (USA) 6.

RESERVE: Les Collins (GB) 6.
NON QUALIFIERS: Jeremy Doncaster (GB) 5; Andy Grahame (GB) 5; Dave Jessup (GB) 3; Bobby Schwartz (USA) 3; Martin Yeates (GB) 2.



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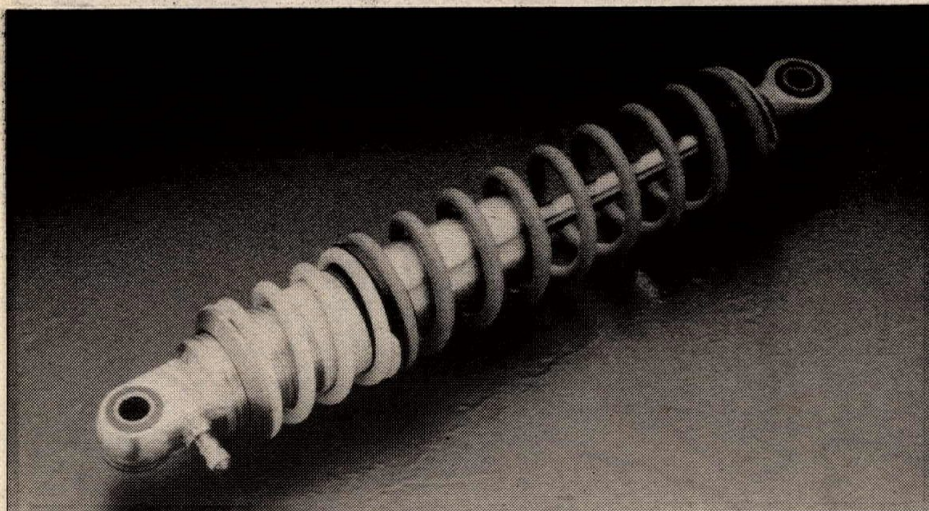


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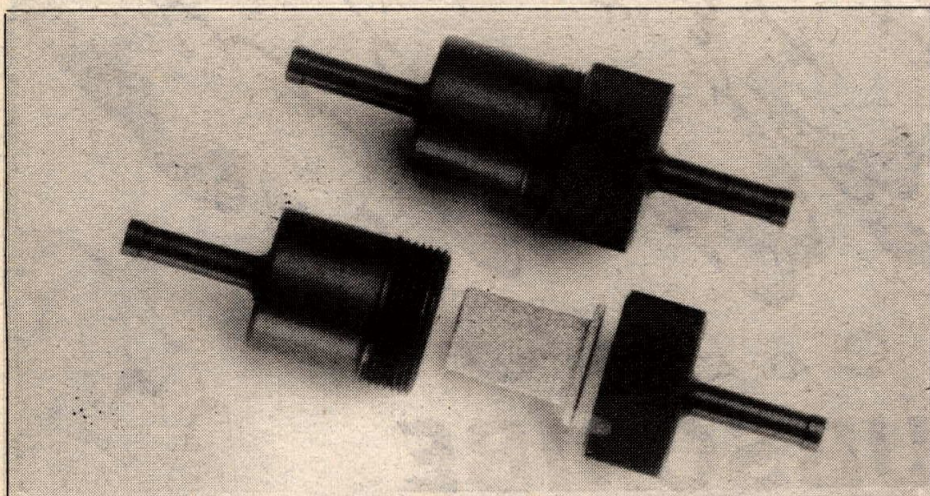
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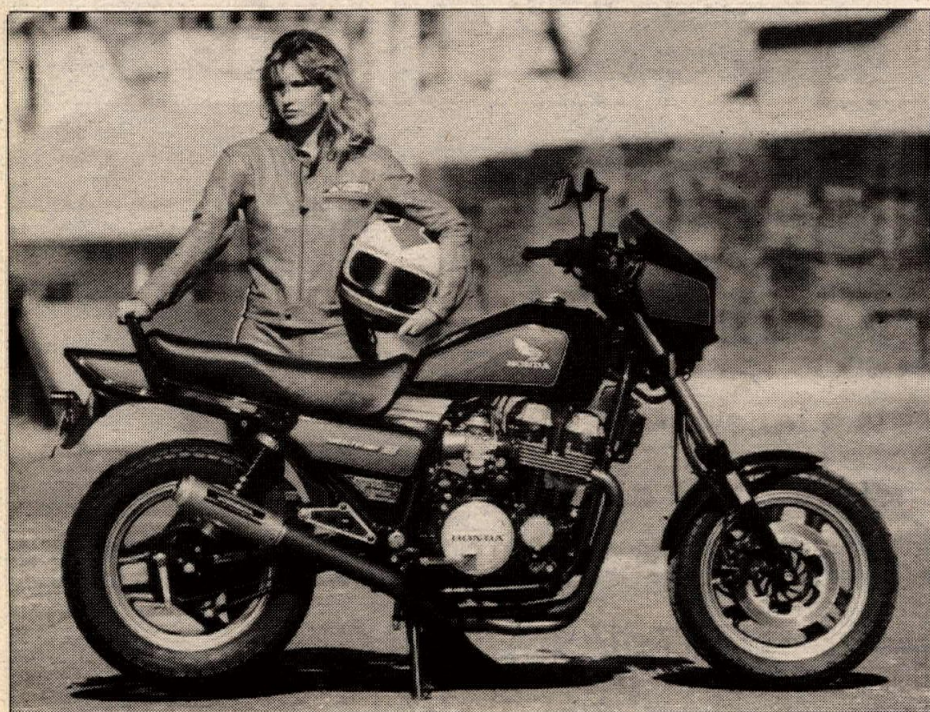
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Yoshimura Pro-Series VIII SuperStreet exhaust systems are now available for the Honda Nighthawk, as well as many other Honda, Yamaha, Suzuki and Kawasaki models. They feature an aluminum canister silencer and the bike's centerstand can be retained. Order yours from your dealer or Yoshimura R&D of America, Dept. CN, 4555 Carter Ct., Chino, CA 91710.

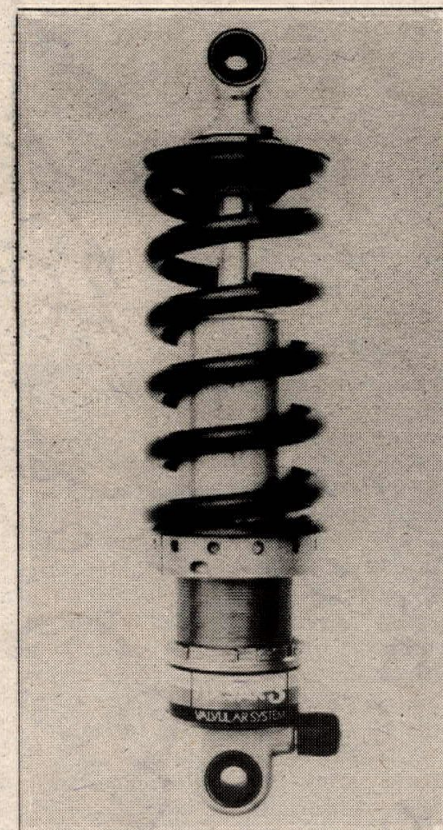


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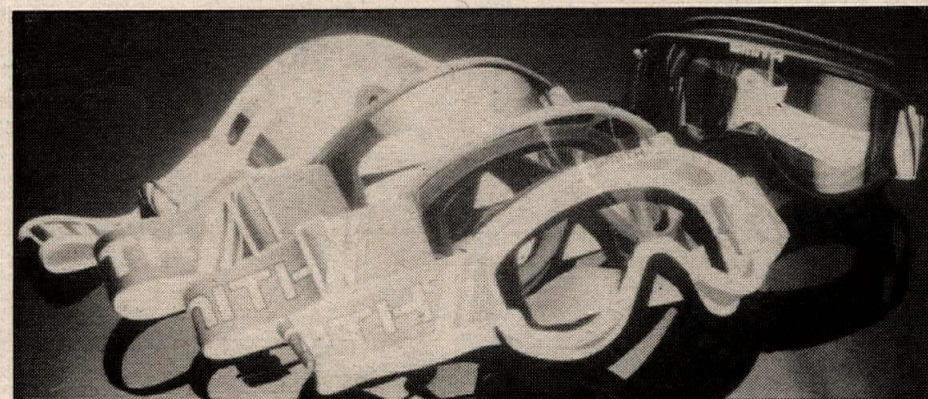
shield with a ratchet locking mechanism and a terrycloth inner lining, the head protector goes for a paltry \$49.95 from your Rocky Cycle dealer.



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Super-Foam goggles are the latest offering from the Smith Goggles people, and as you would expect they are lined with an improved foam design. They're available in red, blue, yellow, black and white frame colors at \$21.95. See your local Malcolm Smith dealer for more info.

TEN YEARS AGO

Kenny Roberts and his Yamaha led start to finish in the 75-mile Laguna Seca Road Race National, winning easily over Kawasaki's **Yvon DuHamel** and his own teammate, **Gene Romero**. In the 250cc Junior/Expert Combined event, Roberts was on top of his game as well, beating Harley-Davidson's **Gary Scott** by 12 seconds and lapping all but the top four. **Pat Hennen** bested **Larry Bleil** in a battle of Yamahas in the Junior race, and **Skip Aksland** was top Novice. **Wes Cooley** took a Yamaha and used it to win the Lightweight Production event, while DuHamel won the Heavyweight Production class on a big Yoshimura Kawasaki.

Czechoslovakia's **Zdenek Velky** wrapped up the Inter-AMA Motocross Series title with a win in the final round at Zoar Motocross Park in Springfield, New York. Velky won the first moto over eventual runner-up **Gary Semics** (Hus) and third-placer **Kent Howerton** (Hus). Those three finished in the same order in the second moto, but behind Kawasaki's **Jim Weinert** and Bultaco's **Jim Pomeroy**, both of whom DNF the first moto.

Running along with the Inter-AMA race was the American round of the FIM 125cc World Cup. Only two European riders entered, so it was an American sweep of the top places. Yamaha teamster **Tim Hart** won with a 1-2 tally, followed by Honda riders **Mickey Boone** (4-1), **Bruce McDougal** (3-3) and **Marty Smith** (2-5).

Mitch Mayes and **A.C. Bakken** kept their Husky humming south of the border to take the overall win in the SCORE Baja Internacional off-road race. Second in the Open class and second overall went to a pair of privateers on a Husky, **Steve Sterner** and **Danny Robinson**. Honda riders **Al Baker** and **Steve Holladay** won the 250cc class to prevent a Husky sweep, but Husky came close when **Nils-Arne Nilsson** and **Mickey Quade** won the 125cc class on Swedish iron.

Former National Champ **Rick Woods** returned to southern California speedway action, but as far as winning, it was a lot easier if your name was **Bast**. **Mike** won at Bakersfield and Irwindale; **Steve** topped Costa Mesa.

Eddie Lawson and **Steve Fortune** both scored double wins in a short track/half mile event at southern California's Corona Raceway. Lawson topped **Gordon Kidd** in both 125cc Amateur/Expert classes. Fortune's wins came in the 250cc Amateur/Expert ranks, when he topped **Troy Fisker** in the short track and **Jerry Statum** in the half mile.

Steve Eklund (Yam), **Scott Pearson** (Kaw) and **Bob Scally** (Bul) finished 1-2-3 in the 360cc Expert class of a short track at Fremont Raceway in northern California. In the 250cc Expert bash, it was **Ricky Delacy**, **Mike Faria** and **Duane Yarrow**.



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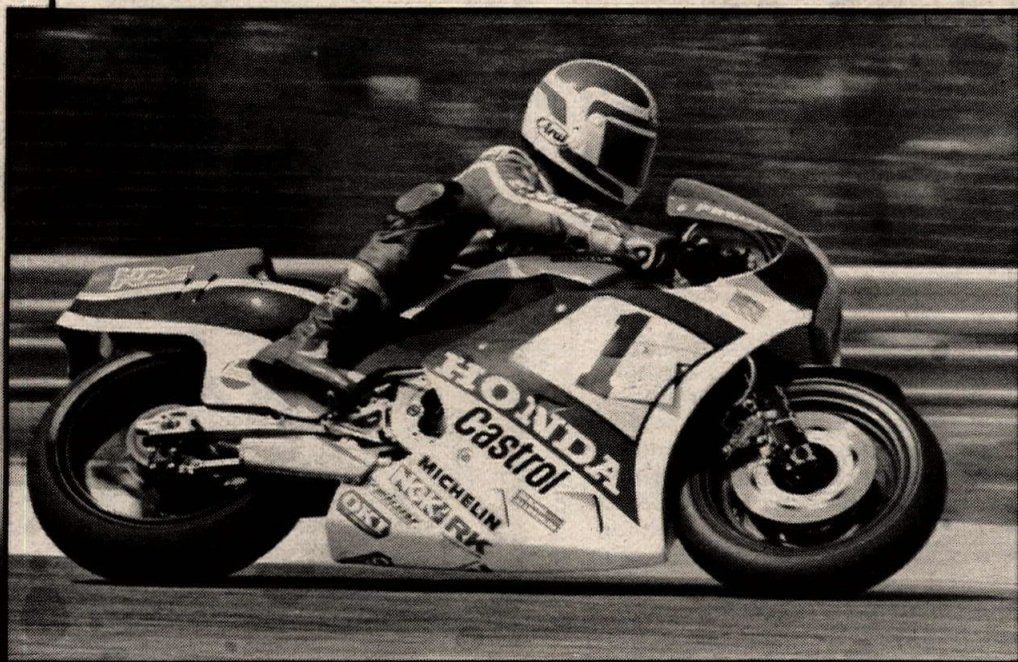
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PHOTOS BY HENNY RAY ABRAMS

Freddie Spencer

'There's always next year'

By Gary Van Voorhis

In a year filled with peaks and valleys in his quest for a second-straight World Championship title, Freddie Spencer now finds himself in a valley from which there is no

escape and his crown slipping steadily from his grasp. Until his Saturday, July 21, practice/qualifying session crash at Laguna Seca, Spencer had been on the offense and was steadily closing the point gap on series leader Eddie Lawson. With three GPs yet to run — the British, Swedish and San Marino rounds — Lawson, with a 20-point cushion on Spencer, was far from being home free with the title.

Spencer's accident and what will likely be a four week (or more) healing period has completely changed the face of the championship chase. Spencer now finds himself in the role of a defending champion who, suddenly, has no defenses.

Contacted at his Shreveport, Louisiana, home, Spencer tried to present an enthusiastic, optimistic image. It was smothered by the weight of the realization by Spencer that his 1984 title chase is over and the crown he so brilliantly fought for and won last year will fall to someone else this time.

Spencer hesitantly conceded that this latest injury will cost him his title. "It's a bummer to lose the championship like this and I really feel bad for everyone concerned with my racing effort. However, there's always next year and I feel it will be a good year because we will have a year of experience with the four-cylinder (NSR500) and we shouldn't encounter the problems you do when you start fresh with a new bike. The '85 model will be an improved version of this year's bike and, hopefully, things

will go well like they did when we started the 1983 season.

"The good side of things," Spencer continued, "is that I feel I've been riding really well in the GPs and I felt I had a good chance to take the title again. When things have been going good, they have been really good, but that also goes for the bad times. It's been a year of extremes. In this situation, by missing the (August 5) British GP I've taken myself out of contention."

Did Spencer regret racing at Laguna Seca? "No, it's just one of those things. You can't say the championship was totally lost because of my riding at Laguna Seca. The ankle injury I got at the South African GP and the foot injury during the Match Races in England were a problem and caused me to miss two World Championship rounds, but the spark plug lead problem we had at Assen in the Dutch TT was really a blow. The race should have been a win for me and with that the points right now would have been extremely close — barring any other troubles."

Spencer was dismayed by the broken collarbone he sustained in his Laguna Seca accident and felt he probably should have been bruised and battered, but definitely not have broken the collarbone. "The break is in my left collarbone at the exact place where it was broken two years ago when I was involved in an accident with Franco Uncini at the German GP. My doctor told me that when I crashed I didn't hit the ground that hard, but somehow it was hard enough to cause the bone to break again. Apparently, the

bone had not healed properly or it wouldn't have broken.

"The accident was one of those things where I was at a point of heavy braking. I pulled in the lever and immediately realized I didn't have any front brakes. At that instant, it was already too late to do anything so I had to lay the bike down.

"Right now, I'm wearing a brace to restrict movement. I'm also going to physical therapy sessions every day to make sure it heals properly this time."

With Spencer out, Eddie Lawson's competition will come from Randy Mamola and Raymond Roche. Both ride on non-factory efforts, but have received increased help from Honda as the championship chase tightened.

"I would say the ball is now in Randy's court to try and win the championship. Although he's been offered the four-cylinder, he's decided to continue to race the three because he feels he's better off on that bike rather than learning to ride the four. It will be interesting to see how much pressure Randy can put on Eddie. Realistically, Eddie would have to break and not finish one of the final three races for Randy to have a good shot at the title. Additionally, Raymond would have to continue his string of strong finishes and keep Eddie behind him while Randy wins all three rounds."

Although Spencer had ridden the first half of the season solely on the four-cylinder NSR500, he had gone back to an updated version of the three-cylinder for some races. "Had I been able to ride all the remaining rounds, I most likely would have opted for the four at the British GP. We were working on some new engine combinations so that I could utilize the torque of the engine at Silverstone. The track in Sweden, and the one in Italy where the San Marino GP is run, favor the three a bit and that's what I probably would have raced in those events."

"If my collarbone is healed to the satisfaction of my doctor and Honda then I might ride the final GP of the season, but we'll have to wait and see. It's five weeks away (September 2) and if there's a race I'm fairly certain I'll be there. But there's a possibility of a rider boycott by the 500cc riders. It's the last thing we want to do, but if we do boycott it will be for reasons which mean a lot to the riders."

"There have been many problems lately and it's getting to the point where tracks sell so many pit-passes

that the number of fans in the pits have an effect on the mechanics and their work. We, the 500cc riders and some of the top riders from the other classes, have protested this practice and other paddock area problems like restroom facilities, to the organizers and FIM jury members a number of times in the past year. Based on their responses, it looks like we're going to have to boycott a race to be heard. I'm not leading the group or anything, although I was the one to go in front of the FIM representatives in Belgium to point out all the problems we were having that weekend. It's great to have enthusiastic fans and have them want to see the riders and machines close up, but the actions of a few are causing problems and that affects the majority. There are other problems also and we feel something has to be done. That's the bottom line."

A case in point on enthusiastic fans happened at the Italian GP at Misano earlier this year. Fans literally tried to steal winner Spencer's Honda from underneath him when his way to winner's circle was blocked by a mob of fans on the track. In addition, some fans tried to take Spencer's helmet — while he was still wearing it. "It wasn't a very funny situation," Spencer recalls, "trying to hold onto the bike and keep my head attached to my shoulders at the same time."

Spencer's forced rest period will allow him to spend more time on the business side of his affairs for the next few weeks. Spencer recently ended his business relationship with Dolph Miller and Associates, his public relations firm for the past two years. "Dolph and I have ended our association, but it wasn't a parting on bad terms or an unfriendly separation by any means," said Spencer. "It was strictly because of a change of ideas and the times. A lot has changed in my career since we started working two years ago. We accomplished all the goals we set out to do and now it's time to head in a different direction. I won't be racing for a long, long time so I've got to keep moving and looking for opportunities."

Spencer is deeply disappointed by the events of this year's GP season which have conspired to keep him from a second-straight championship. However, he doesn't dwell on the subject and one can almost sense he has already put aside the unpleasant aspects and is racing full tilt, in his own mind, on a track taking him to next year's title.

The Latest POOP BY PAPA WEALEY

(Continued from page 3)

The California Racing Club's August 12 Gringo Enduro in Rosarito Beach, Mexico, has been cancelled. Land use permission could not be obtained from some of the local ranchers, and rerouting around the ranches was impossible. No event will be scheduled to replace the Gringo.

Continental Motorsports Club (CMC) has relocated their Pro points race on August 5 to Carlsbad, California, from Saddleback Park.

While Von Jorgensen always roots for her husband Alex to win, she was literally praying that the finish at Springfield would go in his favor. An extra two feet at the finish, the margin by which he lost the National win to Ricky Graham, would have earned Alex and Von a trip to Hawaii at the end of the season, courtesy of Pioneer Truck Lines, a major sponsor of Jorgensen. "Alex always rides hard," said Von before the National, "but he rides even harder when there's a little extra on the line. He knows how much I want to go to Hawaii." The bonus offer applies to Mile Nationals and with six of these remaining on the '84 Camel Pro Series schedule, keep an eye on number 44.

Tammy Kirk, after missing the previous week's National in Hagerstown, Maryland, was back in action at Springfield. "The time off was spent getting my bike ready for the rest of the season," said Kirk, the only female to ever hold a national number in dirt track racing. The Dalton, Georgia, resident was running strong in her heat race at Springfield when vibration caused her clutch cable adjuster nut to back off and consequently her clutch to drag. Repairs before her semi cured the problem, but not the damage done to the clutch and her day ended there.

"I know some of the Experts feel the Juniors shouldn't be on the racing program at Nationals, but with the race today you can't say they don't put on a good show," said Ron Wood at Springfield. Wood, a sponsor of the nation's top two Junior riders, Chris Carr and Don Estep, was all smiles after they finished 1-2 in the Junior National at Springfield. "When I put together Carr and Estep as a team at the beginning of the season I didn't realize they would dominate the Junior Nationals. I try not to favor one over the other, but on the miles I'm working with Carr," said Wood. "That was an agreement made before the start of the season."

One of the secrets to Estep's success this season was revealed at Springfield. Estep wears boxing trunks under his leathers when he races. "You've always got to be ready for a fight," joked Estep about his choice of undergarments.

(Continued to page 23)

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New York critics review latest Yamaha production.

“★★★★★ A great show. Rick Johnson was superb in the leading role.”

Mark Monteiro

“Rick’s stock YZ250 should take all honors as best bike in a supporting role.”

Richard Crispo

“The part about the competition made me cry.”

Chris Boutwell

“If you buy only one bike this year, make sure it’s this one.”

Tad Okano

“The stock YZ250 is a remarkable achievement in production technology.”

Jeff Roll

“I’ve seen this production before. It just keeps getting better.”

Dave Butler

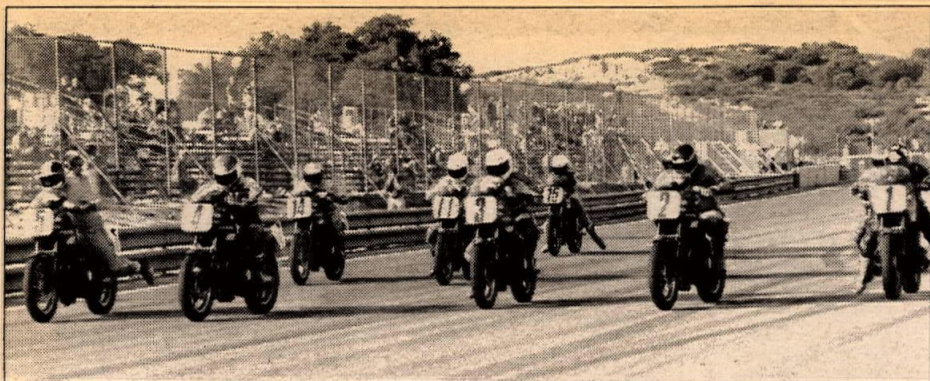
“Rick and his stock YZ250 kept me on the edge of my cooler.”

George Hartley

The show opened off-Broadway.
Way off.

But when the curtain had dropped, the entire Binghamton, N.Y. crowd was on their feet cheering for Rick Johnson and his incredible stock YZ250. The best production they’d ever seen.





The California Superbike School Challenge Race blasts off at Laguna Seca; (below) Bruce Lind and Jack Hart won the Sidecar race.



PHOTOS BY ROGER SMITH AND JOHN ULRICH

Sidecar

Lind/Hart back on track

By Roger Smith

MONTEREY, CA, JULY 22

1983 AMA National Sidecar Champions Bruce Lind and Jack Hart overcame a last-row start to record their first win of the 1984 season and their fifth consecutive top placing at Laguna Seca.

They did it in spite of the fact that Lind broke his collarbone a scant six weeks ago; his usual doctor refused to sign a medical release form for Lind to race at Laguna Seca and he had to go to a sports medicine specialist to get the approval required by the AMA.

Lind said after practice and the heat that his shoulder hurt and that he couldn't drive as hard as usual, but that didn't keep Lind and passenger Hart from winning at Laguna Seca.

The Canadian team of Philip Roney and Harold Rinela led at the start of the final, their Suzuki four-stroke pulling away from the TZ750-powered chairs of the nearest competition. They held their lead for two laps before the brakes faded, causing them two off-track excursions and dropping them off the pace.

Lind/Hart having battled up to second, took over the lead as a result. Dean Cleeton and Robert Eng, who followed Lind/Hart from their last last-row start, moved into second.

Lind/Hart went on to build an ever-lengthening lead, but Cleeton/Eng soon found themselves in a fierce battle for second. Brian Ceelen and Ian Fillery, the points leaders coming into the race, applied intense pressure, constantly jockeying for position and repeatedly pulling alongside.

Late in the race Ceelen/Fillery thought they had found their way into second when they attempted to pass Cleeton/Eng on the uphill into turn five, but their engine faltered and they suddenly found themselves fighting to finish the race, which they did ahead of Roney/Rinela.

Former Champion Pete Essaff lost passenger Michael Taylor in the last corner; Taylor ran back to Essaff's

sidecar and the pair finished seventh.

Results

FINAL: 1. Bruce Lind/Jack Hart (Yam); 2. Dean Cleeton/Robert Eng (Yam); 3. Brian Ceelen/Ian Fillery (Yam); 4. Phillip Roney/Harry Rinela (Suz); 5. John Dailey/Arthur Dailey (Suz); 6. Ronald Thorne/John Doherty; 7. Pete Essaff/Michael Taylor (Kaw); 8. Tony Ramirez/Peter Briede (Kaw); 9. Leon Van Orsdale/Bernie Thomas (Suz).

Oliver wins California Superbike School Challenge

By John Ulrich

MONTEREY, CA, JULY 22

Rich Oliver jumped off the starting grid first in the California Superbike School Challenge Race at Laguna Seca and led all the way to the checkered flag.

Prior to the race each GPz550 Kawasaki was weighted with lead so the combinations of riders and bikes weighed the same. Despite that attempt at equalization, Oliver dominated the event.

Wes Cooley caught and passed David Emde for second place, but on the last lap Emde drafted Cooley going up the hill toward the corkscrew and took over second, crossing the line ahead of Cooley, who whipped his bike on with his left hand as if beating a horse.

Richard Scoular was fourth with an outstanding ride. Scoular was added to the grid at the last moment, after the warm-up lap, and hadn't been on the bikes beforehand. Despite that handicap, Scoular passed most of the field to take fourth place.

Oliver won \$700 for winning the race; Emde earned \$350, Cooley \$250, Scoular \$175, Mile Baldwin \$150 for fifth place and everybody else \$100.

Results

1. Rich Oliver; 2. Dave Emde; 3. Wes Cooley; 4. Richard Scoular; 5. Miles Baldwin; 6. Jeff Haney; 7. Dale Franklin; 8. Kevin Brunson; 9. Joey Sommers; 10. Ricky Orlando; 11. Kerry Bryant; 12. Pat Heron.

Voices

(Continued from page 4)

but it is the faster rider's responsibility to pass safely. There seems to be a problem with the great difference in speed, when the faster riders are passing the slower riders, in that the faster riders will get close to the slower rider to "spook" him in order that he will block the faster riders behind him, and this is not right. One of the problems that the AFM has is that there are so many different classes now, how are we going to divide the race day up in order to accommodate the extras classes if we split up into Novice/Expert classes? As far as sending people home if they can't make a timed trial, that is not what the AFM is all about. We are there to practice and learn new skills which sometimes can only be learned from on-track training with faster riders. You should look upon the slower riders as a challenge and a learning experience, because the technique that you learn to pass them with will also help you out of tight spots and will also help you with the passing technique needed to pass riders your own speed and ability. As to the Novice being too slow, there are some old timers that are even slower.

LARRY SCHENK
AFM #116
San Mateo, CA

Sears Point coverage a Bozo no-no

I realize that the Editor cannot verify the accuracy of everything written by your race reporters. Consequently, some of what is being written about Sears Point road races is what I would call "true fiction."

For instance: A couple of months ago in a 250cc Grand Prix race, Rider A was said to be knocking at the door and just couldn't squeeze by Rider B for the win. Actually, after the first lap, no rider was closer than six seconds to the leader, Rider B. More recently, in another 250cc GP race, there was an alleged "drag race" to the flag for second place. In reality, Rider C had come from a third-row start and had closed in on the leader (again Rider A) at about a second a lap; nearly passing him in the final two turns. The "drag race" was for the win, not for second place.

Also, it's tiresome reading about the same races and racers in almost every issue. If your reporter can cover six classes, as in the July 4 issue, why not spread it around? Some of us race and win for years with little or no coverage.

Maybe I'm still sore about getting eight wins, seven seconds and one third at Sears Point last year and receiving zilch mention in race coverage. I rode 600cc Modified Production and Superstreet at the time and this year they have become popular classes in *Cycle News*.

And one more thing — usually I ignore the opinionated ramblings of well-intentioned people like G.K. Scott. However, when he uses the Bozo name in such a derogatory manner (Voices, July 4), I must speak up.

Just as in all groups of people, there are good Bozos and bad Bozos. It isn't fair to put us all in the same circus tent, so to speak. Mr. Scott isn't the first and won't be the last person to put us down in this way. Eventually, though, the shadow cast on all Bozos because of a few bad candied apples will fade away.

JOE MONTROYA
Team Bozo
Oakland, CA

Against drugs in racing

Racing is a demonstration of competence. We, who race, have chosen to demonstrate our competence by our control, our ability and desire to learn, and our passion for speed.

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Drugs are escapistic. Drugs do not enhance competence, performance, learning, or the capacity to love oneself or anyone else. A drug user does not have the ability to operate an electric toothbrush properly, much less a motorcycle on a busy racetrack.

Drugs do not bring success. Ever heard of a drug user succeeding at anything other than doing more drugs?

Paratroopers, also special people, say before takeoff: "Jump clean!"

Let's be special. Let's jump clean. Let's get the garbage off the track and out of the sport. Before the garbage kills the sport. And us.

L. TENNYZEN
Los Angeles, CA

Springsteen shouldn't quit

Jay Springsteen is a living legend whose AMA dirt track national win total many feel could surpass the 50 mark before he retires. It will be many racing seasons before we see his present total of 38 equalled. Who are we to suggest that he retire? Only Jay can decide when to hang up his leathers for the final time, and hopefully that won't happen for many seasons.

I, like a great number of his fans across the U.S., share his frustration of not being able to compete. None of the talented AMA dirt track riders deserve to be kept down by such an unforgiving ailment, least of all Jay. He's one fine human being, as I'm sure all who have met him would agree. He's a super asset to the Harley-Davidson factory team as he would be to any factory effort. Without doubt he would be a highly valuable technical advisor, public relations man, etc., should he choose to do so. In any capacity, Jay has much more to contribute to the sport he loves. I for one want to see Jay Springsteen, the living legend, back in strong pursuit of national win number 50.

KERRY BRETHORST
Norwalk, CA

Recommends CSS

After a hard fast ride in the mountains, I was trying to find the denominator that made riding with my friends so comfortable. I found it; we have all been trained by Keith Code, yet none of us road race.

Mr. Code sells a good product and has great stats to prove it. But the one stat which can't be measured, is how many lives he has potentially saved with his riding tech.

I highly recommend to anyone who cuts a quick pace or considers road racing to spend a few bucks and take the California Superbike School. Not only will you learn a lot, it's also a real good time.

CHUCK McMULLEN
Fresno, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

The Latest Poop

(Continued from page 19)

While the antics of road race break dancers have been featured on this page, we should also note that Team Yamaha motocrosser Ricky Johnson is an enthusiastic devotee. Not only has Johnson been seen turning in some impressive moves, he sponsors a break dancing group in that competes in the San Diego, California, area.

(Continued to page 54)

MOTORCYCLE INDUSTRY CHANGES

Quit Cycle Guide after two years, Editorial Assistant Marc Cook, 21, to return to school.

Hired Cycle News freelance contributor Mike Gillies, 19, as Editorial Assistant of Cycle Guide magazine. Formerly a journalism student; currently a 125 and 250cc Intermediate-class motocrosser.

Recalled All 1984 Kawasaki ZX900 Ninjas, to have locknuts securing the rear sprocket to the hub retorqued.

Purchased Iron Horse magazine, for a six-figure sum, by JQ Adams Productions, Inc. of New York, from Pisano Publications, Inc. of Malibu, California.

Hired By Shoei Safety Helmet Corporation, Japan, Paul Donnelly, son of Shoei North American Sales and Marketing Director Patrick Donnelly, beginning with a three-year stay in Japan for technical training and Japanese language instruction.

Moving From Findlay, Ohio, to Amarillo, Texas, at the end of the 1984 AMA/Camel Pro Series, dirt tracker Hank Scott and family. Scott will manage a snowmobile shop for Camel Pro Series sponsor Jack Sisemore.

Arrived M-Star water-cooled 250cc "Super Cross" MXers, now in the U.S. according to M-Star importer Ted Lapadakis.

Appointed T. Wayne Robertson as director of the special operations department at R.J. Reynolds Tobacco Co., which includes the AMA/Camel Pro Series, effective July 1. Succeeds Ralph Seagraves, who remains with the department as an advisor until his retirement.

Married Yamaha MX R&D mechanic Bob Oliver, 29, to Joni James, 24, July 17 in Hawaii.

Wadded His, brand-new, personal 1984 Kawasaki Ninja, July 11, Cycle World Managing Editor Ron Lawson, 25, after it fell over in the driveway of his home.

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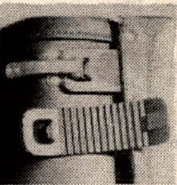
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Race Notes




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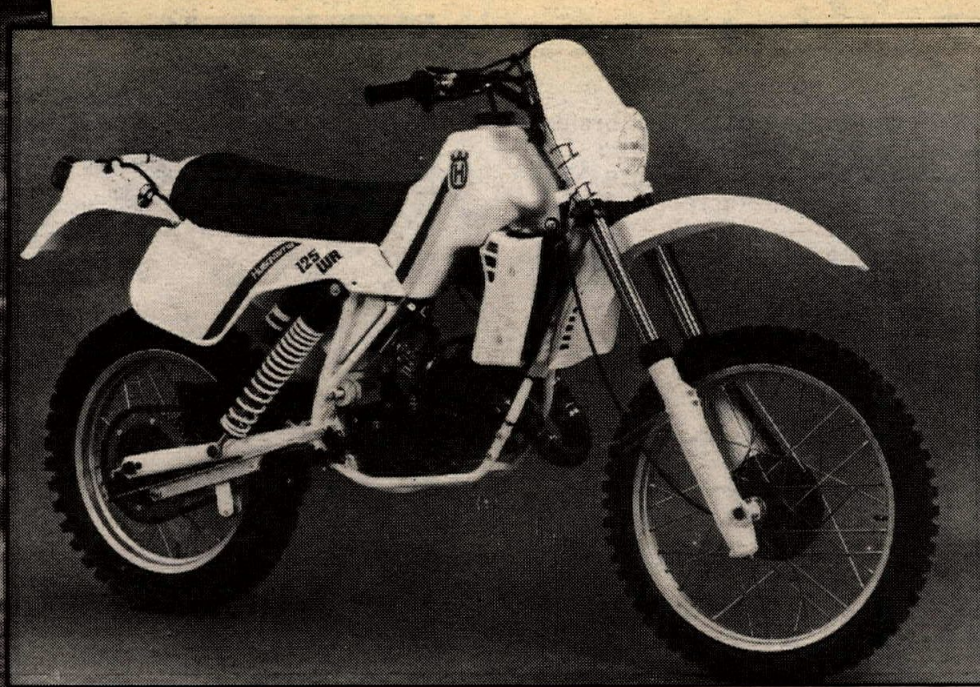
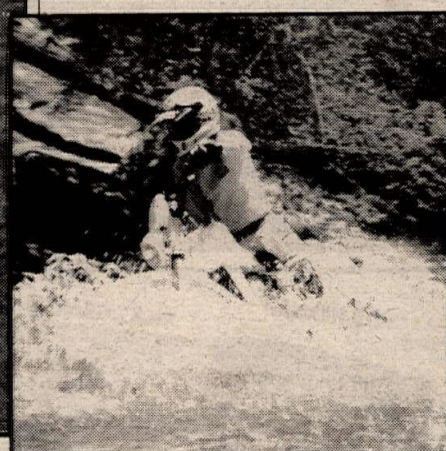


PHOTO BY KIM W. PALMER AND LANCE BRYSON



Test: Husqvarna's enduro 125WR

The Husky that isn't

By Kit Palmer

It's difficult to comprehend why anyone would purposefully fork out hard-earned dollars for a 125 enduro machine. Whipping through sand washes, climbing loose, rock-filled hills

and wading through engine-case-deep mud bogs on a screaming 125 isn't what we would call loads of fun. Maybe that's why there are only three 125 enduro models available in the United States: Cagiva's WRX125, KTM's MXC125 and Husqvarna's 125WR — are all European bred. Well, everyone (thing) deserves a chance, so we adopted the 1984 WR125 for a few months, hoping to be proven wrong.

The little Husky is the prettiest scooter on the dirt. White is the dominant color, while blue and yellow stripes grace the new plastic tank and side panels. The number plates are bright yellow, and the seat is light blue and white.

Two radiators supply the single cylinder, reed-valve two-stroke engine with coolant. Last year's WR was air cooled, and the change to liquid cooling enables the compression ratio to climb to 15.0:1 from 13.1:1. Bore, stroke and displacement remains the same.

Porting timing is changed, and the

cylinder now has a center-port exhaust design for better flow. The new exhaust pipe winds around to the left side, makes a dog-leg bend underneath the radiator and is tucked away behind the side panel.

The pipe has a unique feature to reduce vibration noise. Fiberglass is stuffed between two metal plates which wrap around the fat portion of the pipe and are held together by five large hose clamps. It's a good idea, but the fiberglass creeps out between the plates and the pipe; after a long ride, the WR needs to see a barber.

The steel silencer is huge and has a U.S. Forestry Department-approved spark arrester. Two springs hold the silencer core in place, making repacking a cinch.

The engine cases are similar to the WR250 but are not interchangeable. The kickstart is on the left side, of course, but the primary kick is new.

Last year's WR boasted a 38mm Mikuni carburetor, which Husky technicians now feel was too big; the '84 WR uses a 36mm Mikuni to increase low end. The smaller carb feeds into a full reed valve intake

chamber.

The six-speed constant mesh transmission received no changes; primary and secondary ratios also stayed the same. The outside plates on the #520 drive chain are gold for cosmetic reasons.

A CDI Motoplat electrical system supplies the Bosch W3C spark plug, and the 12V 40/45W headlight and 5/10W tail light with juice. The ignition timing is advanced 3° over the 1983 WR, and the ignition advance was changed to 1.98 BTDC from 1.43mm.

The heat-treated, chrome-moly steel frame has a few changes from 1983. Last year's Husky had a single down-tube, but because of the centerport exhaust, the WR needs double down-tubes. Rake is steeper, 28.5° vs. 30°, wheelbase 58.2 inches.

Ground clearance is almost an inch higher, which is helpful, because the WR has no skid plate. Seat height is also increased by nearly an inch to 37.7 inches.

The front fork is made by Husqvarna. The tubes are still 40mm in diameter, but the travel is increased by 20mm to 270mm (10.6 inches). Neither the fork sliders or tubes are protected from rocks, bushes, etc. Oil capacity in each leg is 450cc, and Husky recommends using 8.0 psi.

Husky calls its rear suspension system the Immediate Track Control (ITC). Twin Ohlins shocks with piggy back reservoirs absorb the bumps. Husqvarna reps feel the dual shock set-up works as well as any single shock system, saying the ITC system is more sensitive to both the speed of the wheel movement and the position of the rear wheel without complicated levers. One thing is for sure, the standard twin shock system is simple and easy to maintain; however, there are no compression or rebound damping adjustments on the shocks. Last year's WR used Betor shocks, 250mm (9.8 inches) of travel, while the '84 sports 300mm (11.8 inches) travel.

The front brake is the double leading shoe-type; the rear is a single leading shoe, located on the same side of the hub as the 48-tooth sprocket. The rear brake is activated by a steel rod that pivots on the brake pedal, next to the swingarm pivot, a system designed to provide smoother braking action over bumps — less hopping.

Rims are gold-anodized aluminum alloy, the front a 21-inch with 4mm spokes, the rear an 18-inch with 4.5mm spokes. Both tires are made by Trelleborg.

Front and rear fenders are very wide, but the plastic is rough with a dull white finish. The front fender is vented so air flow to the radiators isn't restricted.

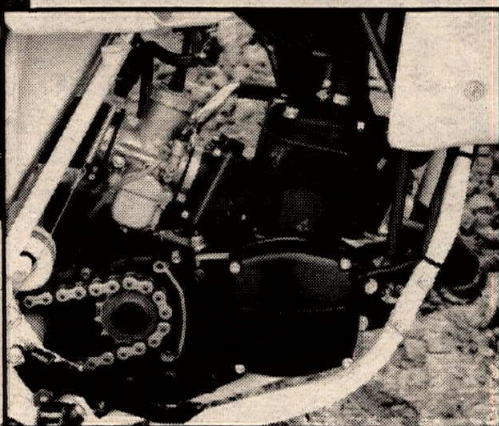
The front number plate forms to the headlight in one molded piece, and it can be easily removed by popping off four rubber bands. The plate also guards the speedometer and odometer. Resetting the odometer is a pain because the knob changes the setting one-tenth of a mile at a time, forwards or backwards. The reset knob sticks out of the left side of the speedo, but getting a hand on it is a problem — there isn't enough room, especially with gloves on, which means the rider can't get a full twist of the knob. It could cause problems while waiting for the rider's number to come up at a checkpoint.

Controls are first rate: dog leg levers are used, the grips are comfortable and the handlebars have a good bend. A Whirlpull throttle assembly is a nice touch.

At 218 pounds dry, the new WR weighs two pounds less than last year's WR.

We had no problems firing up the little Husky; it usually took three or four kicks, hot or cold. But the kickstarter lever is too tall, requiring heavy-duty knee bending.

Even with the huge silencer and the fiberglass packing on the pipe, the Husky is loud and raspy. To make things worse, the muffler pack-



ing blew away after only a few rides and it became much louder — very obnoxious.

It takes at least a couple of minutes for the Husky to warm up; and when we hit the trails for the first time, we were disappointed with the motor. We didn't really expect gobs of low end, nor did we expect it to be blazingly fast, but we did figure the WR would have a little bit of both — it didn't.

The Husky has absolutely no low end. If the WR falls off the pipe when climbing a hill, the rider might as well turn around, go back down and start all over. It can be clutched out of some situations, though, but not very often. Chugging up hills is impossible; slipping the clutch is normal. Luckily, the clutch is sturdy and puts up with a lot of abuse.

The Husky doesn't take off until the motor is screaming. When the power comes on, it is abrupt and short-lived; the Husky must be shifted as quickly and as smoothly as possible, or revs will drop, and it's time for down-shifting.

On level ground, the WR can go fairly fast, but it takes a long time to get there; according to the speedometer, maximum speed is 65 mph.

The powerband is just plain wrong for an enduro bike: it is peaky, and peaky isn't what a serious enduro competitor or weekend trail rider needs. Riding fast requires too much work to keep the WR within its narrow powerband and that wears out the rider quickly.

Water crossings aren't the Husky's favorite obstacles.

Our first encounter riding the WR in water was surprising. The crossing was hub deep, and we played around in it for a while at slow speeds and had no problems. However, we did drop the Husky on its side in the middle of the water crossing; nearly completely submerging it for about 10 seconds. After we pulled it out to dry ground, we tried kick starting it, but the WR was water locked — the piston wouldn't budge. After plug-

ging the gas cap and transmission vent tubes, and removing the spark plug, we turned the bike upside down and kicked it over a number of times until water stopped pouring out of the airbox, cylinder and pipe. Once right side up, the WR fired on the second kick — we were impressed!

Our second water encounter wasn't so impressive, however. While riding in a southern California desert, we came upon a river that was very wide with about a four-inch layer of water all the way across. So we decided to do some hydroplaning, but the WR said no. Entering the water at a high rate of speed, the Husky started to cough and sputter. It almost died after about 20 yards, and wouldn't run cleanly.

It seems that at speed, water splashes directly on the spark plug, causing the motor to cut out. Without air-cooling fins, there is nothing guarding the plug. Once out of the water, the Husky ran fine.

Now to the good part — the suspension. The rear ITC suspension set-up works superbly, as do the forks. We had no complaints. In the desert, the Husky faced miles of whoop-de-dos, one right after the other, and it never tried to spit us off. Bottoming was rare, and the shocks did not fade. Jumping off logs and rocks, which we came across frequently in the mountains, the WR absorbed the landings quite well.

Even with a tall seat — 37.7 inches from the ground — and long wheelbase, the Husky turns remarkably well. It can carve its way through trees and rocks predictably and easily. The rider must keep his weight a few inches back on the seat for best results in the turns. The tires dig in well enough for the 125's power, whether the ground is hard or moist, but the rear tire wears out quickly.

Both the front and rear brakes are poor. They work just well enough to get the job done but feel mushy; however, they are sealed well from water.

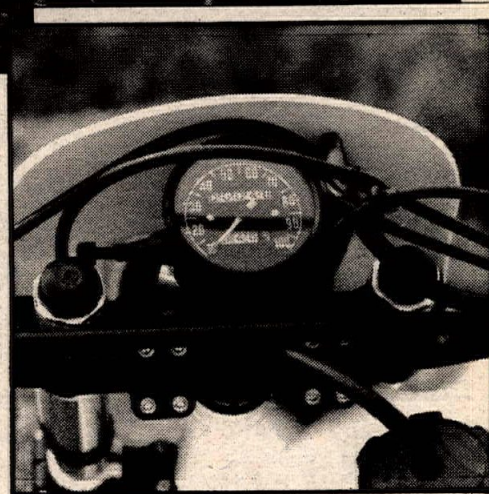
The seat is comfortable, but is a little on the hard side, but we didn't

mind. The bar/peg/seat relationship is OK, but the tall seat height will give riders under about 5'10" some problems. The previously mentioned water-crossing crash happened because the rider was 5'6" and couldn't reach the ground in time when he got out of shape while riding over large rocks.

The handlebars have a comfortable bend, but the grips started to fall apart after a few hours of riding. There is a huge bulge where the pipe hides behind the left side panel and that can be noticed while riding, but we got used to it.

Nothing broke on the WR, and the chain stretched very little. Spokes required little tightening. It didn't take too long before the stripes on the fuel tank to start peeling along the edges, but at least they never came off.

The Husky comes with a 30-day bare-frame-and-engine-only warranty and a 72-page owner's manual — which includes training and riding tips — and a 25-page engine work-



shop manual are included with the purchase price of \$1995.

The Husqvarna 125WR is a motorcycle with an excellent chassis and a weak engine with a narrow powerband and no low-end torque. Maybe future versions will have a powerband broad enough to make the bike fun to ride, but as it stands now we wouldn't buy this Husqvarna. •

Specifications

Engine type	Single cylinder, liquid cooled, two-stroke
Bore x stroke	55x52mm
Displacement	124cc
Compression ratio	15.0:1
Carburetion	36mm Mikuni
Horsepower	24 bhp @ 10,000 rpm
Torque	N.A.
Ignition	CDI Motoplat
Lubrication	Pre mix
Redline	10,500 rpm
Gear ratios	
Primary	3.89
Final	3.20
6th	0.739
5th	0.803
4th	1.044
3rd	1.301
2nd	1.703
1st	2.354
Calculated speed in gears at redline	
6th	84.31 mph
5th	77.59 mph
4th	59.67 mph
3rd	47.89 mph
2nd	36.58 mph
1st	26.46 mph

Frame	Heat treated Chromemoly steel-tube semi-double cradle
Rake	28.5°
Trail	5.16 in.
Front suspension type	Husqvarna, air adjustable, telescopic forks
Fork tube diameter	40mm
Front wheel travel	10.6 in.
Rear suspension type	Dual shock ITC
Rear wheel travel	11.8 in.
Front brakes (type/size)	Drum/160mm
Rear brakes (type/size)	Drum/160mm
Front wheel (type/size)	Spoke/21 in.
Rear wheel (type/size)	Spoke/18 in.
Front tire	Trelleborg 3.00x21-in.
Rear tire	Trelleborg 4.50x18-in.
Dry weight	216 lbs.
Wheelbase	58.2 in.
Fuel capacity	2.8 gal.
Ground clearance	12.6 in.
Seat height	37.7 in.
Colors	White
Retail price	\$1995



Don Estep (left) and Chris Carr (right) are the two hottest riders in the Junior National Championship Series.

Chris Carr & Don Estep

Double trouble

By Matt Hilgenberg & Gary Van Voorhis

The AMA's revival of the Junior National Championship program has cast a lot of up and coming yellow platers into the spotlight before the crowds at all Camel Pro Series dirt

track Nationals, but none more so than Californian Chris Carr and Ohioan Don Estep.

The halfway point in the season found Carr, with 153 points, in the lead for the title followed by Estep at 127, but there are still a lot of Nationals left to run as both are quick to point out. There will be only one champion crowned and both want to be that rider.

In effect, what they have every time they race each other is a perfect East versus West shoot-out. They even play it up as Carr did at the July 7 St. Louis Short Track National where he lost out to Estep. "Ron Wood calls Don Team East and me Team West," said runner-up Carr in winner's circle. "I guess you can say East beat West fair and square tonight."

Sponsorship by Ron Wood Racing's Ron Wood is only one of many similarities the two 17-year-olds share in common. Wood has seen his investment in both pay off handsomely. "I decided to work with Novice and Junior class riders exclusively," said Wood, "to help the industry and kids who have needed it. It's worked well and I've had a lot of fun. I'm really

pleased with both Chris and Don. They have been an excellent team and they're running 1-2 in the Nationals."

We talked with Carr and Estep on separate occasions to get an insight into what makes the two tick.

Chris Carr

"I started racing in 1973 when I was six-years-old," says Carr. "When I was three-weeks-old, I went to my first race and, I guess, I haven't missed many since."

By the time he was 10, Carr was competing in the AMA Amateur National Championship dirt track events. "It took me a while to get my first title, but after that I just kept rolling them in," said Carr — to the tune of 10 Amateur and one Minibike National Championship titles.

Competing for that many series championships has given the Manteca, California resident quite a bit of experience. "I've ridden on probably 120 or 130 different tracks in my life. When I go to a different track, it's easier to adapt. I think that's my major advantage," Carr says. "We go to a race, look at the track, and say 'Oh, that looks like the track at so-

and-so' then set up the bike similar to that and go from there."

After his first-ever ride on a mile at Sacramento, California, Carr fell in love with racing on the long tracks. "I had a blast going over 100 miles per hour down the straightaways and then pitching the bike sideways into the corners. It's quite a thrill."

His win at Sacramento was a continuation, after mechanical problems in the Ascot TT, of a rocket-like start to the season for Carr. In the first races of the year in the Houston Astrodome, Carr was a double winner, taking the victory champagne in both the short track and TT Junior Nationals.

"Only two others, Bubba Shobert and Jimmy Filice, have doubled in the Dome as Juniors and now they both are factory-backed riders." (Shobert has a Honda contract while Filice is backed by the Harley-Davidson Owners Group). "I'm not saying I'll get a factory ride next year, but you never know what will happen."

Carr went to Florida in March to sharpen his skills during the Daytona Dirt Track Series. Carr ran the Tampa Short Track round before heading to Daytona Beach and the annual Cycle Week short tracks at Memorial Stadium.

"I enjoyed going to Florida," says Carr, "but I didn't like racing there. I enjoyed the competition, but the track preparation wasn't great. It was follow-the-leader racing where you just get the holeshot and stay out

front. I raced against the Experts five times and I made the main event in three of the five. I was the only Junior to make those finals and, even though I placed seventh once and ninth twice, I feel good about my performance. I can't complain a bit."

Although he is sponsored by Blendzall Racing Oils, Shoei Helmets, Nippondenso Spark Plugs, Hi-Point Racing and Kal-Gard, Carr's major support comes from Ron Wood, the man behind the Wood-Rotax. His machines use Austrian Rotax 500cc powerplants in a Wood chassis and are the terror of the Junior class. Team Wood-Rotax consists of Carr and Donald Estep, of Ohio.

"Team Wood-Rotax isn't a true factory team, but we joke around and call it one," Carr says. "It is a full-force effort to win the Junior National Championship and that is something we set up with Ron before this season. I think we can do it."

While his interest in racing is obvious, Carr is also an excellent student and maintained a 3.5 grade average at Manteca High School in his junior year. Carr sometimes has to miss races to keep his grades up. Such was the case at this year's Louisville Half Mile Nationals. According to Carr's father, who is an ex-racer himself, "Chris takes his schooling seriously and we're not going to sacrifice his school work for racing."

Carr feels his main competition for the title will be Estep, who runs

extremely well east of the Mississippi, and fellow Californians Chad Felicio and Mike Arthur.

When in top form, it is not unusual for Carr to win races by a full straightaway. It may appear lonely running all alone, but Carr doesn't see it that way. "I never get tired of winning. Right now, I love going out there and racing. If I win the race it doesn't matter if I win by two inches, or 200 yards. It's all the same to me."

Although he runs extremely well on the 500cc single, Carr has yet to race a 750cc twin. Some Junior class riders, mostly the people riding Harleys, view this as a future disadvantage. Carr sees it as more of a challenge. "I don't think it will put me at a major disadvantage. It'll take a great deal of adapting and a little while to iron everything out, but it's not any real big deal."

When motorcycling's version of the major-league draft comes around this winter, Carr should be hot property. "I'm not set up with anybody for next year," says Carr. "We're going to finish this year out with Ron Wood and see what happens. We're taking things one step at a time, maybe something will come up later in the year and we'll have to do some bargaining."

"The plan of everybody is to have a good year. It's one of those things where you see riders and it looks like they are going to be very good, and they fall on their face. That may happen to me next year, but I sure hope not. I'm ready to go for it."

Don Estep

"My goal at the end of the season is to win the Junior National Championship title and land a factory ride my rookie Expert year," says Don Estep without hesitation when asked about his goals for this season. "You might

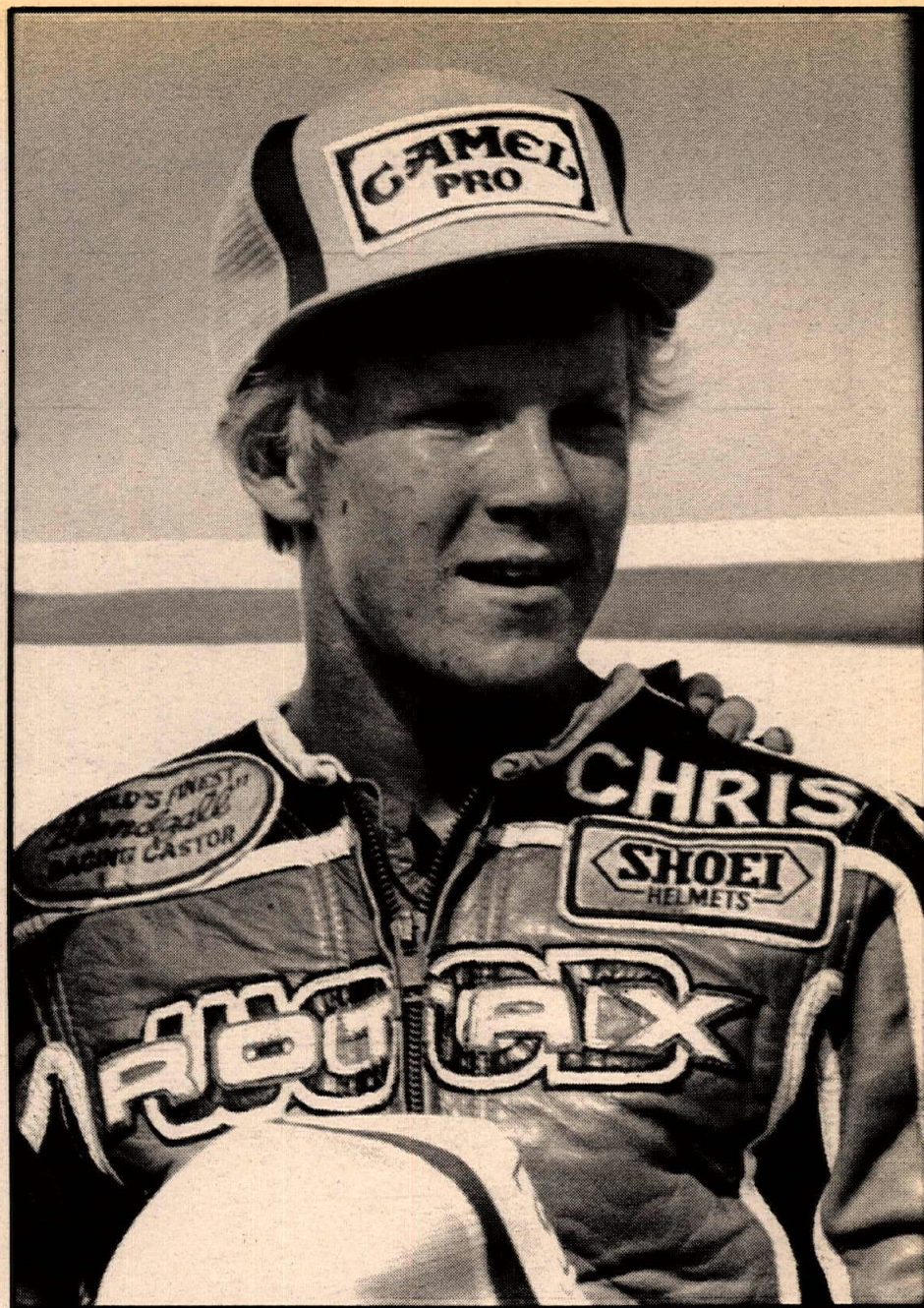
as well think big. I've been told that if any rider has a chance to get a factory ride, I've got as good a chance as any so that's what I'm shooting for."

To date, Estep hasn't had quite the success his main rival, Chris Carr, has had in winning Junior Nationals. However, when the two show up on the track you can be sure there will be a confrontation and the fans will come out the winners.

Estep picked up his Novice license on June 4 of last year, his 16th birthday, and blazed a strong trail from there on a "pretty worn out" Harley-Davidson 250. He collected wins in 12 of the 30 races he rode while being sidelined in the finals of two due to a loose spark plug wire and running out of gas. In the races he didn't win or DNF, Estep was usually right there at the finish. He finished the season as the fourth highest ranked Novice in the nation and was seventh in the Eastern Regional Dirt Track Championship Series Novice ranks.

His hard-charging style and some kind words from friend and equipment lender Steve Morehead created more than a passing interest in Estep by Ron Wood Racing's Ron Wood. "I was riding Steve's Can-Am in the (500cc four-stroke single) Battle of the Brands races and I did pretty good on it. Ron Wood called me up just before the end of 1983 and asked me if I wanted to ride one of his bikes this year. I later learned that Steve had told Ron if he wanted an eastern rider on his machinery that I was the one he needed. I talked things over with my dad and then I called Wood back. I got my bike before Houston and that's where I began riding the Wood-Rotax. I can easily say it's the most dependable bike I've ridden in a long time."

However, Estep is working on getting a Harley-Davidson XR750 ready



for later in the season. In the meantime, he's had a few outings on a borrowed XR. "Once I get my Harley running," says Estep, "I think it will even things out a bit between me and Chris, especially on the miles. Which bike I use later in the year will depend on how things go in practice at each individual track. Some people might think a 500 would be no match for a (restricted) Harley, but it doesn't really work that way. Riding the Harley is a way to get ready for next year. I think if you ride a 500 all year, you'll be at a disadvantage when you turn Expert because it could take all season just to learn how to ride the bike and do business. I think Chris might have a problem if he doesn't get on an XR at least a few times."

"I'm glad the AMA came up with the Junior National Championship," continued Carr, "because it helps riders learn what the tracks they'll be racing on next year will be like. Some Experts say they don't like having Juniors in the National program, but I think it gives the fans an extra show and could make for safer racing next year."

Estep is just as serious about finishing high school as he is about his racing. "School is top priority, especially since I've got only one year to go. I had to miss Sacramento this year because of school, but it will be worth it in the end. My classmates at Teays Valley High School (near his home in Orient, Ohio) know I race and that I'm doing pretty well because the school paper has had some articles on me. I haven't had anyone ask me for my autograph yet, but there are a few girls who chase me down the hall at school."

Could it be because Don drives a Porsche 924? "My dad and I bought the Porsche last winter. It was totaled in an accident and my dad rebuilds

wrecked cars as a sideline to his job at United Parcel Service. We've got about \$5,000 in the car and I bet it's worth three times that much."

Estep's father, Don, Sr., used to race dirt track nearly 20 years ago and therein lies a story. "Although Chris (Carr) is the toughest competition in the Nationals so far," says Estep, "George Roeder has been a rival of mine for a long time. His dad and mine used to race against each other years ago and now they are doing it all over again, only it's through George and me."

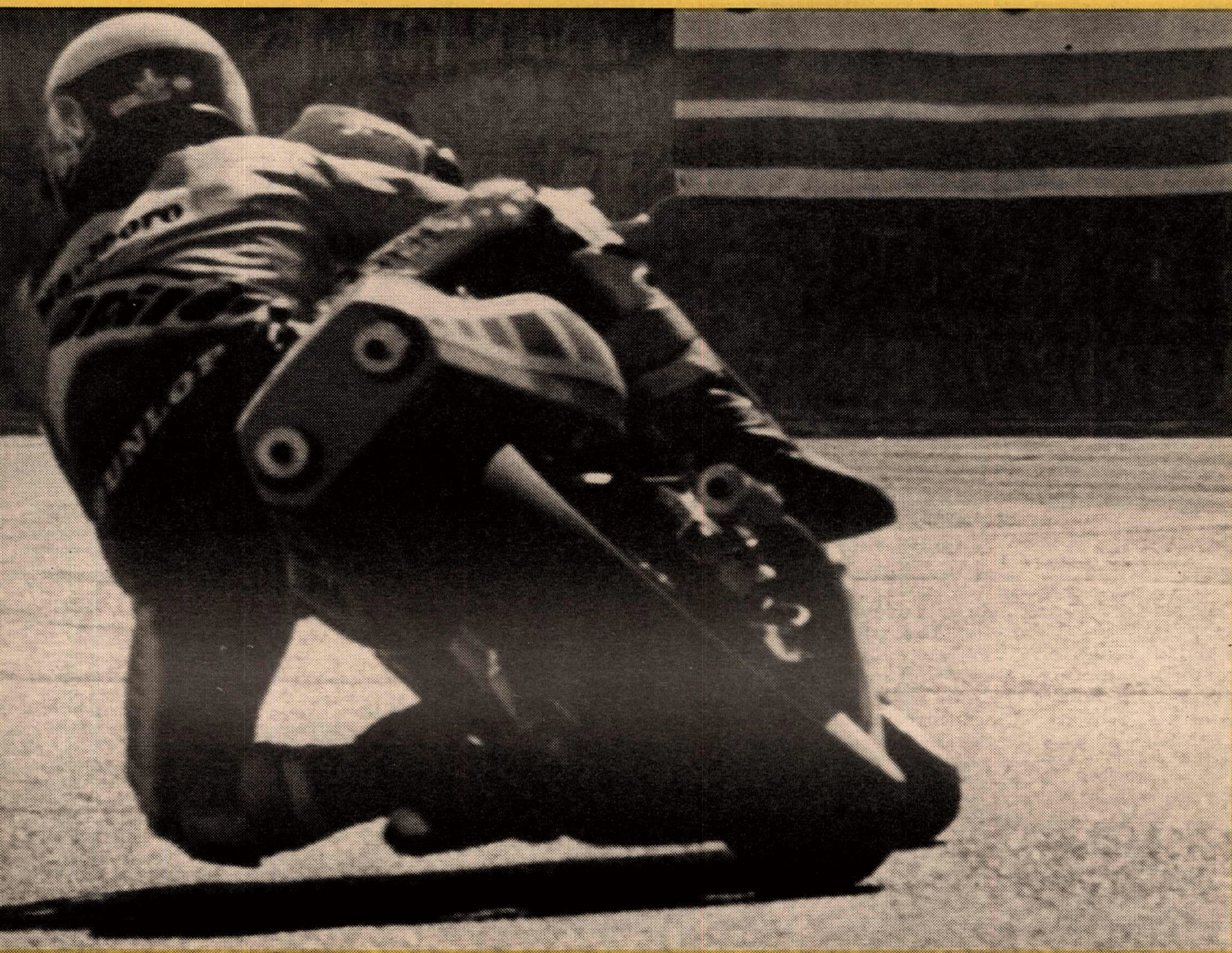
"When I was starting racing I wanted to be like Jay Springsteen. I think just about everyone would like to be able to ride as good as he does. I still do. I also had a lot of influence from my uncle, Ronnie Rall, who was quite a dirt tracker in his day."

In addition to Ron Wood Racing sponsorship, Estep receives help from three Columbus, Ohio, firms: Shoemaker & Associates, manufacturers of prosthesis (an artificial device to replace a missing part of the body), plus Steel Masters and Best Machine, both industrial machine shops. In addition, Smitty's Harley-Davidson of Moundsville, West Virginia, and ND are on his list of backers.

Like many riders thrust into the limelight, Estep has spent some time getting used to being a center of attention. His quiet, almost shy, attitude at the beginning of the season has given way with each successive race to a more outgoing outlook. Estep isn't letting his success go to his head, rather, each win or top placing gives his right wrist and his confidence in his own natural talent a boost. Don't let the braces or the 120 pounds sparsely stretched over his 5'8" frame fool you, Estep is for real. Ask Carr and the rest of the Juniors.



Kenny's one last



back, time.

When Kenny Roberts rolled into the winners' circle at Laguna Seca last week it came as no surprise to anyone. The victory was a record fifth for Kenny there and his eighteenth American road racing title overall. Also a record.

For Kenny's fans, the race was one last chance to cheer the man who brought a new style of world class road racing to the United States and to the world.

For his competition, it was one last chance to see Kenny. As they remember him best.

YAMAHA
Built for the fun of it.™

SPEEDWAY WEEK



PHOTO BY SCOTT DALOISIO

Andy Northrup leads Dennis Briggs (partially hidden) and another rider at IMS.

Schwartz sweeps Costa Mesa

By Scott Daloisio

COSTA MESA, CA, JULY 27

There is a certain group of people in southern California who are glad to see Bobby "Captain America" Schwartz heading back to England. They are the other First Division riders on the circuit as Schwartz won both the Handicap and Scratch mains at Costa Mesa.

Schwartz, who also won the Scratch main at San Bernardino, started in gate two in the main and led from the outset but it was a hard-earned win. Mike Faria was second out of the gate followed by Kelly Moran and John Sandona. Sandona made a smart move to go from fourth to second and actually pulled next to Schwartz as they came off turn four. Schwartz fought off his challenger there but he was then challenged by both Sandona and Moran in turn two on the second go-round. Amazingly all three bobbed at the same instant and from there on it was Schwartz at the head of the pack. Moran moved into second with Sandona challenging. At the checkered it was Schwartz by seven lengths over Moran who was closely trailed by Sandona and Faria.

On the Handicap side, Schwartz (Silkolene/Bell/Oakley/Malcolm Smith/Justice Brothers/Champion/Sinisalo/Grin/Cirello/Cody/K&N Wes) had to come all the way from the 40. After a red flag that resulted in the exclusion of Brad Oxley, Andy Northrup jumped into the lead over Craig Schaefer. Schwartz charged through the pack and got Schaefer at the end of the first revolution and then went to work on a very stubborn Northrup. The work paid off as Schwartz shot by on the inside in turn two on lap three and moved it out.

Results

SCRATCH MAIN: 1. Bobby Schwartz (Wes); 2. Kelly Moran (Gdn); 3. John Sandona (Wes); 4. Mike Faria (Wes).

HANDICAP MAIN: 1. Bobby Schwartz (Wes); 2. Andy Northrup (Wes); 3. Keith Chrisco (Wes); 4. Craig Schaefer (Kaw); 5. John Sandona (Wes); 6. Brad Oxley (Wes).

SEC DIV: 1. Dave Hancock (Gdn); 2. Doug Benjamin (Wes); 3. Rich Sweaney (Jaw); 4. Victor Robledo (Wes); 5. Pat Hawley (Gdn); 6. Mike Golightly (Gdn).

THIRD DIV: 1. Jeff Jones (Wes); 2. Bob Tocco (Wes); 3. Randy Roscamp (Wes); 4. Randy Beddow (Wes); 5. Jeff Collard (Jaw); 6. Todd Varner (Jaw).

JR MAIN: 1. Jesse Finch; 2. Dave Busby; 3. Gregg Hancock; 4. Billy Felts; 5. Tim Gewecke; 6. Billy Hamill.

Winners vary at Visalia

By Bill Locey

VISALIA, CA, JULY 14

So you want a little variety with your speedway? "Rocket Rodney" Sullivan took the Scratch main event on his home track, making him the eighth different winner after 10 weeks of racing. Randy Blevins enjoyed the drive back to Garden Grove as he left clutching the Handicap main trophy. Blevins is the ninth different rider to take Handicap honors at Visalia's Plaza Park Arena.

Sullivan got the gate in the Scratch main and headed for victory but Robert "Kid" Curry wouldn't let him get away easily and made it a tight, fast race. Curry caught Sullivan once, but "The Riverdale Flash" pulled away. Then Blevins dove underneath Curry, but Curry took second back a lap later. Randy Griffith was a distant fourth on his first night back after suffering a broken hand in an industrial accident.

The Handicap main was a promoter's dream: four back yardage riders made it. Low yardage rider Jim Gravance kept the hot guys chomping at the bit, wheel-to-wheel behind him for the first three laps, then Blevins and Griffith got by and it was a two-man race to the line. Blevins won the nailbiter by a few lengths over Griffith. Gravance held on for third.

Fresno rider Brian Ash took the Challengers' Main Event.

Results

SCRATCH MAIN: 1. Rodney Sullivan; 2. Robert Curry; 3. Randy Blevins; 4. Randy Griffith.

HANDICAP MAIN: 1. Randy Blevins; 2. Randy Griffith; 3. Jim Gravance; 4. Rodney Sullivan; 5. Ron Hardin; 6. Stu McDaniel.

SEC DIV: 1. Brian Ash; 2. Donnie Turner; 3. Robert Fairchild; 4. Oscar Salinas.

MATCH RACE: Blevins def. Sullivan.

Larsen, 'famous old guy' win at Ventura

By Bill Locey

VENTURA, CA, JULY 17

Keith "Snakeman" Larsen slithered through traffic and took the Handicap main for this first Commotion by the Ocean victory since the good ol' days of 1979. And in an even greater time-

warp performance, that famous old guy, Bill Gray, won the best race of the night — the Second Division main — his first win since, let's see, '76. And, ho-hum, Mike Faria won #11 when he took the Scratch main.

Randy Blevins, too good for the 10-yard-line, led the Handicap main for three laps or until the fast company started breathing down his neck. While Blevins was trying to decide whether to block Greg Ayers up high or Larsen down low, the "Snake-man" slithered by and that was that. Ayers later got by and took the wrap-up spot. Unlike '79, Larsen didn't bring his snake out for the trophy presentation which, back then, sent the trophy girl screaming into the night. We still haven't seen her since...

In Second Division action, the always-smiling Bobby Tocco passed Gray but the old timer managed to hold off a speedy Cory Lussier for an "E" ticket to the main, which was the best race in awhile. It took Gray a few laps to get by Paul Lane, but then Donny Faulkner showed up to take the lead, and after two laps of wheel-to-wheel speedway action, Gray got around him. But on the last lap, Steve Murray dove underneath Gray and held the lead until the final bend when Gray's wild drive got him to the line about a wheel sooner. The crowd went nuts. Hey Billy — next time take a victory lap.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Dave DeTemple; 3. Greg Ayers; 4. Craig Schaefer.

HANDICAP MAIN: 1. Keith Larsen; 2. Greg Ayers; 3. Mike Mazzacane; 4. Randy Blevins; 5. Dave DeTemple; 6. Andy Northrup.

SEC DIV: 1. Bill Gray; 2. Steve Murray; 3. Donny Faulkner; 4. Randy Beddow; 5. Paul Lane; 6. Bobby Tocco.

THIRD DIV: 1. Rick Hughes; 2. Joe Bishop; 3. Tom Ziegler; 4. Mike Dwyer; 5. Jason Chism; 6. Rex Smith.

MATCH RACE: Mark Dwyer def. Lenny Bengtsson.

Yarrow storms to Napa win

By Jann Houston

NAPA, CA, JULY 14

Duane Yarrow, riding from the pole position, did what seems to come naturally, as he held off Pat Linn, last week's winner Mike Delacy and Bart Bast to win his third Napa Scratch main of the season. Yarrow, well on his way to being the northern California number one, held the lead all the way, although the entire field — Linn in particular — made it as difficult as possible. At the finish it was Yarrow, Linn, Delacy and Bast in a close one!

Sixteen-year-old John Houston Jr. took Mark Zeissler on the inside on the second lap of the Handicap main, the left the rest behind to claim main event number two at Napa. Bob Holmes was second, Steve Martin third.

If you go way back in history of NorCal speedway; to Cal Expo about 1977 or 1978, there will be fans who remember a little Junior named Jimmy Sisemore who shared the bill with Lance King, Steve Lucero and the Bast Brothers (Harlan and Bart). Jimmy disappeared from speedway for about six years, however he was back tonight, quite a bit taller, and he won the Division Two main in a close, hard ride with another former Junior, Darrell Anderson. Dirck Sauer was third.

Rob Damron took home his second 1984 Napa Division Three main. Scott McNeil was second over Kenny Weddingfeld.

Scott Brant and Bobby Hedden

thrilled the crowd with some exceptional Junior main action. Brant took the win by less than a tire, Hedden was second and Dustin Schroeder was third.

Results

HANDICAP MAIN: 1. John Houston Jr.; 2. Bob Holmes; 3. Steve Martin; 4. Mike Delacy; 5. Mark Zeissler; 6. Steve Elstins.

SEC DIV: 1. Jim Sisemore; 2. Darrell Anderson; 3. Dirck Sauer; 4. Ron Arlt; 5. Rory Rundle; 6. Charlie Haines.

THIRD DIV: 1. Rob Damron; 2. Scott McNeil; 3. Kenny Weddingfeld; 4. Jeff Holmes; 5. Brad Silva; 6. Brian Davis.

JR MAIN: 1. Scott Brant; 2. Bobby Hedden; 3. Dustin Schroeder; 4. Coors Wright; 5. Tommy Hedden; 6. Mike Knopf.

Delacy, Davis dish up Auburn wins

By Jann Houston

AUBURN, CA, JULY 13

It was a lucky Friday the 13th for Mike Delacy as he won the Scratch main, his third this week in northern California and his first at Auburn. It was a three-man heat after Rocky Robinson, who had been hot, broke the starting tape. Delacy was in the lead from the gate, riding in a style reminiscent of John Cook. Pat Linn was never out of second, but never had a chance to get close, while at the same time, Bart Bast made it plenty uncomfortable for Linn.

Dennis Davis came back from a broken collarbone, suffered at Baylands on May 10, and from the way he rode tonight, it looks like he made a fully recovery. Working his way to the Handicap main, after winning his semi event, he took the lead and greatly frustrated Robinson, who was right on his back tire for the full five laps, never able to get past him. Robinson settled for second, Steve Martin was third.

John Hegarty, Darrell Anderson, and Bryan Henrikson were the three who survived in the Division Two main, finishing in that order. Perry Sherman did an audience-pleasing 360 in turn one, Mike Solis and Rich Simpson dueled and fell in turn three coming for the white flag, putting a premature finish to their ride.

Keith Kavanaugh looked like anything but Division Three, as he took the lead from the start and extended it on every lap, earning him his first main event win of the season.

Scott Brant won yet another Junior main. Next year Brant, who will turn 16 in December, will move out of the Junior Division, and somebody else will get to win. Coors Wright was second and Dustin Schroeder was third.

Results

SCRATCH MAIN: 1. Mike Delacy; 2. Pat Linn; 3. Bart Bast; 4. Rocky Robinson.

HANDICAP MAIN: 1. Dennis Davis; 2. Rocky Robinson; 3. Steve Martin; 4. John Volk; 5. Pat Linn; 6. Bob Holmes.

SEC DIV: 1. John Hegarty; 2. Darrell Anderson; 3. Bryan Henrikson; 4. Perry Sherman; 5. Rich Simpson; 6. Mike Solis.

THIRD DIV: 1. Keith Kavanaugh; 2. Ron Arlt; 3. Kenny Weddingfeld; 4. Jeff Santos; 5. Brad Silva; 6. Jeff Holmes.

JR MAIN: 1. Scott Brant; 2. Coors Wright; 3. Dustin Schroeder; 4. Bobby Hedden; 5. Tommy Hedden; 6. Mike Knopf.

Schwartz sharp at IMS

By Scott Daloisio

SAN BERNARDINO, CA, JULY 25

Bobby Schwartz returned from England and showed the same style that won the American Final at Long Beach back in

June and he easily swept the Scratch side of the program at John LaDouceur's Inland Motorcycle Speedway.

Schwartz, who won four of his six races on the warm night, drew the pole in the main, took the gate and simply ran away from the pack. Dubb Ferrell, also aboard a Jawa, was second from the gate trailed by Mike Faria and Brad Oxley. Oxley took Faria for third coming out of turn two but Faria quickly relegated him to the back as they closed out the first circuit. As Schwartz ran away it became a war for second and third. Faria took Ferrell with turn-two inside pass on the third revolution and then Oxley closed in. Faria finally took second with Oxley edging by Ferrell at the checkered for third.

The rider who won the Handicap main had one request: "You can leave my name out of *Cycle News* as long as you mention all of my sponsors." Tim McCasland put the Gene Thurman Weslake into the lead on the start over Sterling Cogar and Gene Woods. The eventual winner (KEZY/Scar/John 3:16/D.I.D./Castrol/Kal-Gard/K&N/Champion/Simpson/Cooper Cross/Grab On/B&B Foreign Auto/Fairway Ford/STP/Rivera Engineering Weslake) took Woods for third on the second lap. He then slipped underneath Cogar for second on lap three while Woods retired to the pits with a flat tire. The eventual winner swept past McCasland for the lead at the white flag with Alan Christian following through for second. Christian could not make up any ground on the winner, who came from the 30-yard line for his first IMS Handicap main of the season. By the way, the winner's name is Mike Curoso and he came right back in the next event (Scratch Consy) and soundly thrashed Christian, Woods and John Sandona.

Results

SCRATCH MAIN: 1. Bobby Schwartz (Wes); 2. Mike Faria (Wes); 3. Brad Oxley (Wes); 4. Dubb Ferrell (Jaw).

HANDICAP: 1. Mike Curoso (Wes); 2. Alan Christian (Gdn); 3. Tim McCasland (Wes); 4. Bobby Schwartz (Wes); 5. Sterling Cogar (Wes); 6. Gene Woods (Gdn).

SEC DIV: 1. Randy Beddow (Wes); 2. Victor Robledo (Wes); 3. Don Butler (Wes); 4. Rich Sweaney (Jaw); 5. Don Faulkner (Wes); 6. Jeff Collard (Jaw).

THIRD DIV: 1. John Mazzacane (Jaw); 2. Jon Pavano (Jaw); 3. Don Jackson (Jaw); 4. Ken Bidney (Jaw); 5. Warren Reid (Gdn); 6. Oscar Salinas (Jaw).

Finch jams to Junior win

By Scott Daloisio

CORONA, CA, JULY 21

Thirteen-year-old Jesse Finch of Costa Mesa scored an impeccable 18-point maximum to capture to first of three qualifiers for the 1984 Junior Speedway National at Ken Maely's Speedway Research track on Saturday afternoon.

Finch, who is the defending National Junior Champion, took his first ride of the afternoon in event six. There he trailed his younger brother Jayme until turn four on the first circuit but once he slipped by, the race was as good as over. For Finch (Speedway Magazine/Oakley/Arai/House of Suzuki Triumph/Mom & Dad/Sam Ermolenko) it was just the start of what was to come all day long.

His second appearance ended as a half straightaway win over Dave Busby and his third ride was a total run-away to win over Ami Alvarez and Gene Topping. At the same time as Finch was rolling up victory after victory, Tim Gewecke, who finished

second in last year's National, was doing the same. So was former World BMX Champion Billy Felts. All three were perfect after three rounds.

The first showdown of the day involved Felts and Gewecke was in heat 24. It proved to be no real showdown, though, as Gewecke got the gate and the checkered by half a straight. The following heat matched Finch with Trion Cirello aboard his cut-down 260cc Welake. Finch got the gate with Cirello out second. Cirello stayed close until he went down in turn Three allowing Finch to waltz to his fourth win on the day and set up the second showdown of the afternoon — Finch vs. Gewecke in event 32.

Again it proved to be no showdown as Finch took the wire-to-wire win by six lengths over Gewecke. It seemed to be in the bag and Finch had only one more ride — that one against Felts and Kelcey Gordon in event 38. Finch got the gate only to have Felts surprise everyone when he blasted by in turn four on the first revolution. Finch then retook the point position in turn three on the next circuit. Felts stayed close, trying to get by, but the champ managed to take a three-length victory. It was the first step for Finch to hold onto his Junior crown.

Orlandi takes eighth Scratch at Baylands

By W.H. Spencer

FREMONT, CA, JULY 12

Paul Orlandi capped a hot night by the bay winning his eighth Scratch main of the year in the northern lands with an excellent ride, holding off Mike Delacy. Delacy then came up the winner with a brilliant Handicap main move that took that win from Duane Yarrow.

Teenager Lenie Ivarson has been visiting the West Coast from her native Sweden where she rides speedway, and joined the Division Three ranks where she held off the boys for a lap then seemed to have second set until she got in a tangle with Bill Hermant and came out the loser with a broken chain. Mark Day took the win and gained some yardage for his efforts.

In the Handicap main, Duane Yarrow came off the 40 yard line and made a move around Kid Curry and Greg Martz. Just when Yarrow appeared to be securely in the lead, Mike Delacy went around the whole field to take the lead and the win on his #1 Bicycle Shop/Don Foss/Oil-zall/Bob Agness Leathers Special.

Yarrow had to settle for second over Pat Linn, Curry, and Paul Orlandi.

While Orlandi might have got himself stuck in the Handicap, he picked the number one golfball for the Scratch, then set sail from the gate. Delacy figured he was on a roll but could never get a wheel in the right place.

Rocky Robinson doubled in the ongoing match race series taking two of three from teammate Steve Martin on the MPE specials.

Results

SCRATCH MAIN: 1. Paul Orlandi; 2. Mike Delacy; 3. Pat Linn; 4. Rocky Robinson.

HANDICAP MAIN: 1. Mike Delacy; 2. Duane Yarrow; 3. Pat Linn; 4. Bob Curry; 5. Paul Orlandi; 6. Greg Martz.

DIV II MAIN: 1. Bob Damron; 2. Perry Sherman; 3. Brian Hendrickson.

DIV III MAIN: 1. Mark Key; 2. Ken Weddingfeld; 3. Glenn Jennings.

JR SPEEDWAY: 1. Scott Brant; 2. Bobby Hedden; 3. Coors Wright.

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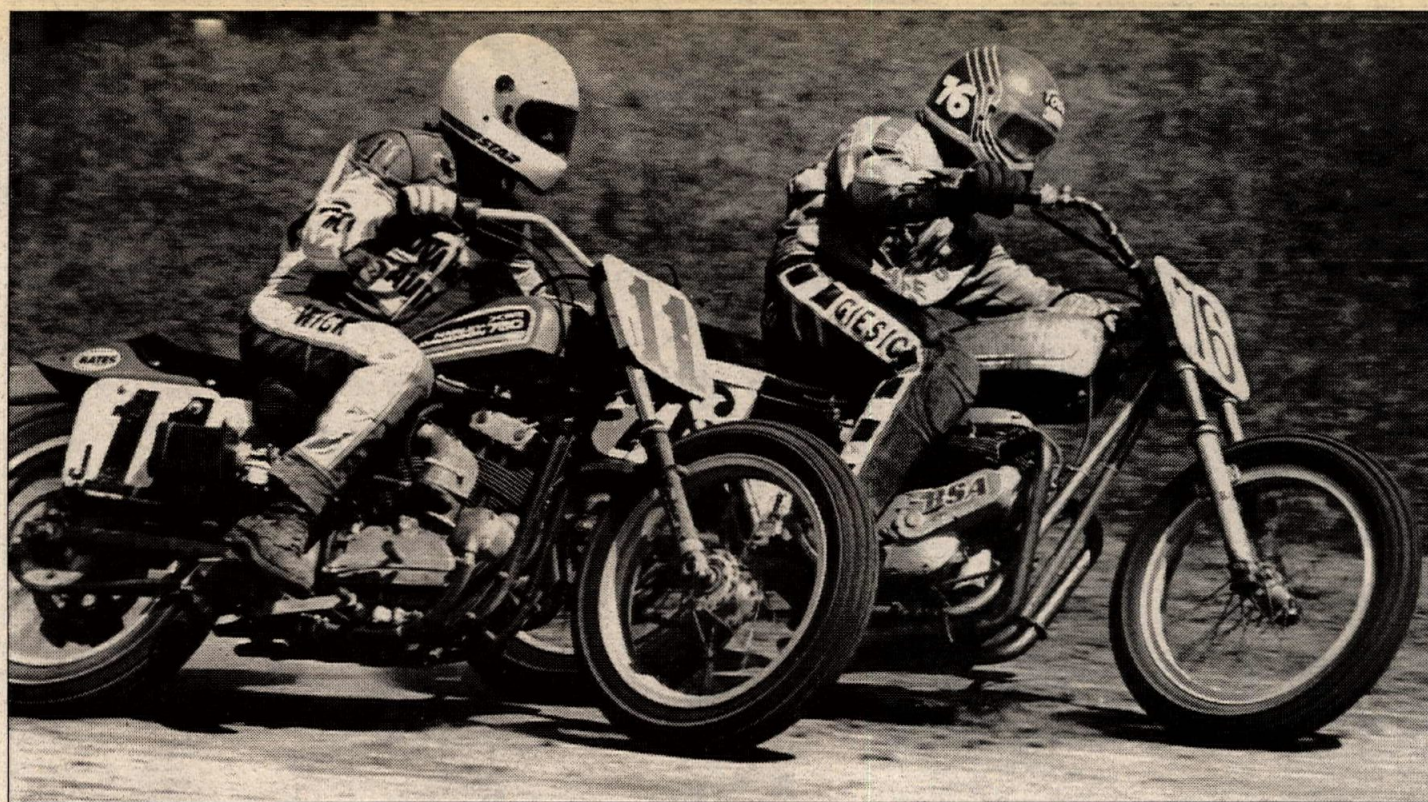


PHOTO BY RICHARD CREED

Arney Wick (J11) pressures Todd Giesick on the outside line of the Gypsies' South Dakota half mile.

Hyde scores Osage MX win

By Brian George

OSAGE, WY, JULY 22

Nintey-five riders converged upon the Osage motocross track just outside of Newcastle today for round seven of the Borderline Racing Association's 1983 Championship Motocross Series.

Open Pro action came out of the gate first, and Bicek put his Honda out front with Hyde and Eddie Porter behind. Hyde dogged Bicek for the opening three laps relentlessly, but Bicek would not give in. Bicek's mount, however, had different plans and stopped halfway through the third lap, allowing both Hyde and Porter to ride off. By this time, the leaders put ground on Porter, and the remainder of the moto saw Hyde extend that margin to the finish, with Porter running in second ahead of Bicek.

Moto two found Bicek and Hyde go into the first turn one-two again, and like a repeat of the first race, Hyde dogged Bicek for the opening few laps. Hyde made a clean pass on Bicek down the backstraight and never gave up the top slot, despite attempts to Bicek to regain first place. When the checkers flew, Hyde had extended his lead slightly over Bicek to take the overall win, while Bicek had to settle for second ahead of Porter.

Mike Friend led the pack of 250cc Pros out of the first turn in the first moto with Molder, Stork, Stace Waugh and Brian George behind. Friend immediately began to assume total command of the moto as he withstood the early pressure from Molder and Stock then proceeded to stretch out his advantage in the latter half of the moto.

With Molder still running a strong but distant second, Friend went into a new rough back section on the final lap and somehow stuck his foot into a hole, twisting his knee and popping it out of the socket. Slowing considerably, Friend was no problem to catch and pass by the finish by both Molder and Stock, as Friend painfully limped in for third. Curt Hyde pulled into fourth ahead of Lynn Hyde at the finish, as Waugh and George crashed their way to the back of the pack.

Moto two saw Molder and Stork go into the first turn side-by-side, minus

the injured Friend who was out for the rest of the day, along with Curt Hyde and Stace Waugh. As Stork took command, Waugh pulled into third ahead of the two Hyde brothers, with Molder a strong second. The two leaders began to pull away from the pack early on, and by the finish Stork and Molder were well out front. Stork was the rider who took control of this moto, and despite Molder's efforts, by the checkered flag, Stork had compiled an insurmountable lead ahead of Molder, who in turn was comfortably ahead of Waugh. At the wire it was Stork the moto and overall winner with Molder second on both scoresheets, but Waugh's third in the final moto was only good enough for fourth overall to Curt Hyde's 4-4 tally that earned him third in the final scoring.

Results

125 PRO: 1. LeeVern Berry (Kaw); 2. Jerry Wagner (Kaw); 3. Dave Molder (Hon).
250 PRO: 1. Billy Stork (Hon); 2. Dave Molder (Hon); 3. Curt Hyde (Cag).
500 PRO: 1. Lynn Hyde (Hon); 2. Eddie Porter (Suz); 3. Perry Bicek (Hon).
125 B: 1. Forrest Tobin (Kaw); 2. Danny Hendrikson (Suz); 3. Jim Winchester (Cag).
250 B: 1. Randy Ellsworth (Yam); 2. Todd Schoenberger (Hon); 3. Joe Thompson (Hon).
125 C: 1. Corey Stover (Kaw); 2. Mart Geary (Hon); 3. Aaron Spielman (Yam).
250 C: 1. Troy Jeffery (Hon); 2. Steve Cheeseman (Hon).
MINI A: 1. Scott Ray (Kaw); 2. Mark Mueller (Hon); 3. Bradley Wagner (Kaw).
MINI B: 1. Judd Hageman (Kaw); 2. Kourt Hageman (Kaw); 3. Ray Hawk (Suz).
MINI C: 1. Mike Weiseler (Yam); 2. John Nelson (Hon); 3. Cory Lundstrom (Kaw).
OLD IRON: 1. Duane Lorenzen (Hon); 2. Tim Cleveringa (Kaw); 3. Troy Pock (Hon).
Enduro: 1. Kelly Ragels (Yam); 2. Sheldon McCance (Kaw).
ATC A: 1. Clint Pepper (Hon); 2. Scott Owens (Hon); 3. Duane Lorenzen (Hon).
ATC B: 1. Jay Dee Hacklin (Hon); 2. Ronnie Ladner (Hon); 3. L.A. Helms (Kaw).

Cunningham goes for two at Hannegan MX

By Paul Nielsen

BELLINGHAM, WA, JULY 26

Mark Cunningham, Honda, won the 125 A class then came back and topped the 250 A class on a warm Thursday night at Bellingham.

Brent Melvin stole the holeshot in the 125 A class on his Suzuki but couldn't make it stick, after he bobbled on a corner. Cunningham and Kevin Zilkey moved quickly into first and second and left Melvin in third. Melvin tried to pass Zilkey in the third and fourth laps, but Zilkey held him

off, while Cunningham opened a four-second lead. In the sixth lap, Melvin crashed and Tony Rooney, Kawasaki, took over third. Cunningham rode to the checkered with a six-second lead ahead of Zilkey and Rooney.

With a 30-minute moto completed, Cunningham came out of the pits with a fresh bike to ride in the 250 A class. He gated perfectly and led wire to wire, leaving John Evoy, Honda, and Rueban Springman, Suzuki, to battle over second and third. Springman pressured Evoy the entire race and tried to pass on the infield corner during the next four laps. Cunningham rode out front enjoying a six-second lead. The race concluded with Cunningham first, Evoy second and Springman third.

In the 250 B class, Travis Acheson, Honda, nailed the holeshot and looked like he belonged in front. But Stuart Lamont, Suzuki, known as a slow starter, was moving up from sixth place and took over during the third lap. Andrew Lochhead, Yamaha, also moved up from fourth to second displaying a riding style similar to Lamont's: purposeful and aggressive. Acheson, who had led for two laps, now found the third-place slot difficult to defend as Raul Tenorio dived with him for that space. Meanwhile, Lamont pulled away from the pack and Lochhead cruised in second. Tenorio crashed during the sixth lap and Acheson motored to a third.

Results

OPEN A: 1. John Evoy (Hon); 2. Pete Hesel (Kaw); 3. Dan Krogh (Hon).
OPEN B: 1. David Roostal (Hon).
OPEN C: 1. David Huynh (Yam).
250A: 1. Mark Cunningham (Hon); 2. John Evoy (Hon); 3. Rueban Springman (Suz).
250 B: 1. Stuart Lamont (Suz); 2. Andrew Lochhead (Hon); 3. Travis Acheson (Hon).
250 C: 1. Jimmy Whitcher (Kaw); 2. Dave Eppig (Suz); 3. Scott Rank (Hon).
125 A: 1. Mark Cunningham (Hon); 2. Kevin Zilkey (Hon); 3. Tony Rooney (Kaw).
125 B: 1. Bryan Harris (Hon); 2. Scott Steffy (Kaw).
125 C: 1. Brent Parent (Kaw); 2. Jason Dutton (KTM); 3. Lee Pfluger (Yam).
ENDURO A: 1. Tom Moon (Yam).
ENDURO B: 1. Steve McCauley (KTM); 2. Ron Dormall (Hon).
OVER 30: 1. Paul Stuen; 2. Raul Tenorio.
105 A: 1. Rick Hammer-Jackson (Kaw); 2. Sean Roberts (Kaw).
105 B: 1. Brett Devries (Hon); 2. Corey Soderstrom (Yam); 3. Art Chadsey (Yam).
80 A: 1. Danny Stanley (Kaw); 2. Curtis Oakes (Yam).
80 B: 1. Brett Devries (Hon); 2. Jay Chenier (Yam); 3. Corey Soderstrom (Yam).
80 C: 1. Reed Stanley (Kaw); 2. Scott Naughty (Hon); 3. Mike Parker (Kaw).
80 D: 1. Brad Kern (Yam); 2. Molly Taylor (Yam); 3. Sean Bolan (Hon).
60 A: 1. Rod Stanley (Kaw); 2. Reed Stanley (Kaw).
60 B: 1. Zach Taylor (Kaw); 2. Shawn Taplin (Kaw); 3. Dale Schmidt (Hon).
60 C: 1. Brandon Bradshaw (Kaw); 2. Chris Taplin (Yam); 3. James Falkner (Kaw).
4 SPEED: 1. Stan Sloboda (Yam); 2. Michael Hunnicutt (Yam); 3. Deryk Couden (Yam).

Parkers pound competition at Hannegan MX

By Paul Nielsen

BELLINGHAM, WA, JULY 12

Rob Parker, in the 125cc A class, and Archie Parker, riding in the 125cc C class, showed the competition their rear fenders through most of the one-moto race at Hannegan Speedway on Thursday night.

Rob Parker (Hon) got off a little slow, but was in first place at the completion of lap one, in the 125cc A class. Working their way through the pack were Charlie Charlton (Hon) and Paul Rowan. In the third lap, Charlton was in second and Rowan was pressing. Rowan moved into first place on lap five, displacing Parker. The battle was not over, however, as Rowan went over a berm to lose two positions. Parker retook first, with Charlton in second. Rowan recovered to get third by the checkered flag.

Archie Parker (Suz) was in seventh place in the first turn of the 125cc C race, then blasted his way to the front during the first lap. Parker enjoyed a good lead, with Rob Hannan a distant second. But Adrian Moelker was coming, and in the fifth lap, moved into third. Hannan could hold Moelker off for only two laps, then Moelker moved to second and set his sights on Parker. But, time ran out, and at the checkered it was Parker, Moelker and Hannan.

Rueban Springman (Suz) holeshot the 250cc A class and led the pack wire to wire. When Rick Johnson (Hon) retired with bike problems, Wesley Curtis took over second, while Danny Bullock and Kevin Zilkey battled for third. With Springman still in front, Curtis second, Bullock third, and Zilkey fourth, the moto ended.

Results

60 A: 1. Reed Stanley (Kaw); 2. Billy Zwick (Kaw).
60 B: 1. Zach Taylor (Kaw); 2. Daniel Jensen (Yam); 3. Cliff Dekens (Hon).
60 C: 1. Jason Terbesi (Kaw); 2. Chris Taplin (Yam).
1 SPEED: 1. Jacob Scott (Suz); 2. Michael Hunnicutt (Yam); 3. Elliott Fair (Yam).
80 A: 1. Danny Stanley (Kaw).
80 B: 1. Brett Devries (Hon); 2. Jay Chenier (Yam); 3. Troy Doty (Hon).
80 C: 1. Scott Naughty (Hon); 2. Jason Hannah (Hon); 3. Reed Stanley (Kaw).
80 D: 1. Bradley Kern (Yam); 2. Brian Jones (Kaw); 3. Molly Taylor (Yam).
105 A: 1. Danny Stanley (Kaw).
105 B: 1. Brett Devries (Hon); 2. Troy Doty (Hon); 3. Jay Chenier (Yam).
125 A: 1. Rob Parker (Hon); 2. Charlie Charlton (Hon); 3. Paul Rowan (Hon).
125 B: 1. Ed Bakker (Hon); 2. Scott Steffy (Kaw); 3. Bryan Harris (Hon).
125 C: 1. Archie Parker (Suz); 2. Adrian Moelker (Hon); 3. Rob Hannan (Hon).
250 A: 1. Rueban Springman (Suz); 2. Wesley Curtis (Hon); 3. Danny Bullock (Hon).
250 B: 1. Doug Stewart (Hon); 2. Stuart Lamont (Suz); 3. Mike Browning (Yam).
250 C: 1. Dave Pritchard (Yam); 2. John Allen (Hon); 3. Leonard McCormack (Yam).
OPEN A: 1. Dale Barker; 2. Danny Barker.
OPEN B: 1. Jeff Jungquist (Yam).
OPEN C: 1. David Huynh (Yam).
ENDURO A: 1. Russell Fletcher (Hon).
ENDURO B: 1. Gary Wrightson (Hon).
OVER 30: 1. Steve Church (Hon); 2. Don Wanlin.

Atkins big winner at Ascot's Appreciation Night

By Kenneth Stein

GARDENA, CA, JULY 25

Suzuki rider Rick Atkins, victimized at the finish line by a crash in the 500cc Pro class, came back for revenge in the larger class of 250cc Pros to walk off with the lion's share of the winnings during Continental Motorsport Club's Rider Appreciation Night at Ascot tonight.

CMC arranged for House of

Handlebars to award \$5 gift certificates to all first and second place finishers tonight, as a token of appreciation to all the club's riders.

The controversy began as Honda-mounted Todd Peterson stuffed Atkins while attempting to grab the lead at the finish. Atkins went down right on the line, and Peterson, knocked off course, rode off the track before the flag. Mike McMillen's Honda cruised by Atkins without a hitch and, as the first rider to complete the turn after the finish, was declared the winner. Peterson re-entered the course before Atkins was righted for second place.

Pete Murray's new M-Star, fourth across the line in the first moto, took the checkers in the second, followed by overall winner Peterson, and Atkins, who settled for third.

A none-too-pleased Atkins pushed his 250 ride, an '85 RM test bike, up to second from a fifth place start, catching Peterson, Cagiva's Ron Turner, and Honda rider Mike Nishita. Craig Cable's Honda took the lead from Nishita for the win.

Turner holeshot the second moto, followed by Atkins. Satisfied with the knowledge that first overall was his, Atkins let Turner press on to victory.

For Turner, that gave him three wins for the night, as he beat the Hondas of Tracy Meeks and Peterson in the 125cc Pro battles.

The 125cc Novice first heat was Taylor-made, as YZ rider James Taylor, vacationing from Kingswood, Texas, finished first ahead of Jim Taylor of California on a Kawasaki. The Texan finished behind only KTM-mounted Jeff Nissen in the second heat, for his second overall win here in two weeks.

Bill Carlson, who finished behind Todd Johnson in a miniature battle of the Hondas, managed to reverse positions in the second moto for the first overall, in the 250cc Junior class.

Results

500 PRO: 1. Todd Peterson (Hon); 2. Pete Murray (M-S); 3. Rick Atkins (Suz).
250 PRO: 1. Rick Atkins (Suz); 2. George Collins (Cag); 3. Todd Peterson (Hon).
125 PRO: 1. Ron Turner (Cag); 2. Tracy Meeks (Hon); 3. Todd Peterson (Hon).
500 INT: 1. Mark Kariya (ATK); 2. George Collins (Hon); 3. Don Pastell (Hon).
250 INT: 1. Juan Posca (Yam); 2. Daven Melendrez (Yam); 3. Tom Watanabe (Hon).
125 INT: 1. John Davis (DMC); 2. Jeff Matiasovich (Kaw); 3. Kevin Valenti (Suz).
500 JR: 1. Dana Hale (Hon); 2. Mike St. John (KTM); 3. Randy Menighan (Yam).
250 JR: 1. Bill Carlson (Hon); 2. Todd Johnson (Hon); 3. Robert Rose (Suz).
125 JR: 1. David Potter (Hon); 2. Scott McDonough (Kaw); 3. Mark Christman (Kaw).
500 NOV: 1. Russell Ingram (M-D); 2. David Genovese (Hon); 3. John Fonteyn (Hon).
250 NOV: 1. Darrin Hoeft (Hon); 2. John Stuetzel (Hon); 3. Ronald Williams (Hon).
125 NOV: 1. James Taylor (Yam); 2. Keith Shigeta (Yam); 3. John Drisner (Yam).
125 NOV: 2. Shawn Slayton (Suz); 2. Jimmy Livermore (Yam); 3. Bryan Tenberge (Yam).
MINI EX: 1. Greg Vowell (Suz).
MINI INT: 1. Gary Dellegate (Hon); 2. Kevin Bussey (Yam); 3. Craig Miller (Kaw).
MINI JR: 1. Jason McFarland (Yam); 2. Brandon Sperling (Yam); 3. Jim Watkins (Hon).
MINI NOV: 1. Tony Quinones (Yam); 2. Lee Loomis (Yam); 3. Mike Cox (Yam).
VET MASTER: 1. Chris Jackson (Mai).
VET SPRTSMN: 1. Chris Stapleton (KTM); 2. Gabor Kopecki-bocz; 3. Barry Phillips (Hon).
OT MASTER: 1. Robert Dahlgreen (Hon).
OT SPRTSMN: 1. Roger Alves (Hon); 2. Paul Burton (Suz); 3. Michael Robbins (Hon).

Lange, Larson lasso Mulkey Gold Cup wins

By Clay Light

McMINNVILLE, OR JULY 22
Doug Lange topped the 250cc Pro class at round nine of the Yamaha Gold Cup series in McMinnville on his Moto-X Fox/Town Center Yam/Yamaha Support Yamaha with a 4-2 score. He beat Washingtonians Scott Tyer (Yamaha Support) and Mike Larson, who won the grueling Open Pro class

on the Hi-Point/Scott/Marushin/PJ1/American Honda CR500.

Tim Michlitsch looked awesome leading the 250cc Pro first moto. Lange (Yam), Tyler (Yam), Dennis Ostriem (Suz), Ted Holt (Suz) and Mike Larson (Hon) dueling for early positions on the dusty, rough track. Tyler got by Lange on the downhill as Michlitsch left the competition behind, as he has the majority of the Gold Cup races. Holt was the biggest surprise, moving past the trio of Tyler, Lange and Ostriem to settle into second and follow Michlitsch into the 1-2 finish positions. Tyler took third ahead of Lange, and Ostriem.

Moto two saw Lange, Rodney Keller (Hon), Larson and Tyler coming out of the river-lined woods. Then Tyler moved up to ride Lange's rear wheel, looking for an opening, and Larson overtook the tricky Keller. Missing from the picture was first moto winner Michlitsch, who appeared in 12th on lap two and worked like mad to move into sixth until bailing off. The order at the halfway point, read Larson, Lange, Tyler, Keller, Ostriem and Holt. Lange rode consistently to hold Tyler off for second, which would be good for the overall win at a 4-2. Tyler used a 3-3 for second and Larson a 6-1 third, topping the second moto with ease.

Former 500cc National Champion Chuck Sun launched his Sun Racing Honda CR500 into the lead of the Open Pro class, as he, Larson, Tyler and John Christian (Hon) held down the top four positions on the first lap. Sun dropped off the pace two laps later, allowing Larson to nab the lead. Tyler and Lange also got around Sun, dropping the former factory Honda pilot to fourth. Larson put a stranglehold on the pack to take the win. Tyler held Lange back for second with Christian fourth and Sun fifth.

Lange looked to take the Open Pro overall, but Larson was determined to catch, displace and walk away with moto two, which he did. Tyler rode all by himself in second, with Lange dropping to third late in the race. Larson's second moto win gave him a 1-1 overall, out-pacing Tyler's 2-2 and Lange's 3-3.

Results

OPEN PRO: 1. Mike Larson (Hon); 2. Scott Tyler (Yam); 3. Doug Lange (Yam); 4. John Christian (Hon); 5. Chris Moritz (Hon).
250 PRO: 1. Doug Lange (Yam); 2. Scott Tyler (Yam); 3. Mike Larson (Hon); 4. Ted Holt (Suz); 5. Dennis Ostriem (Suz).

Pierce puts it to 'em at Sprockets

By Clark Emery

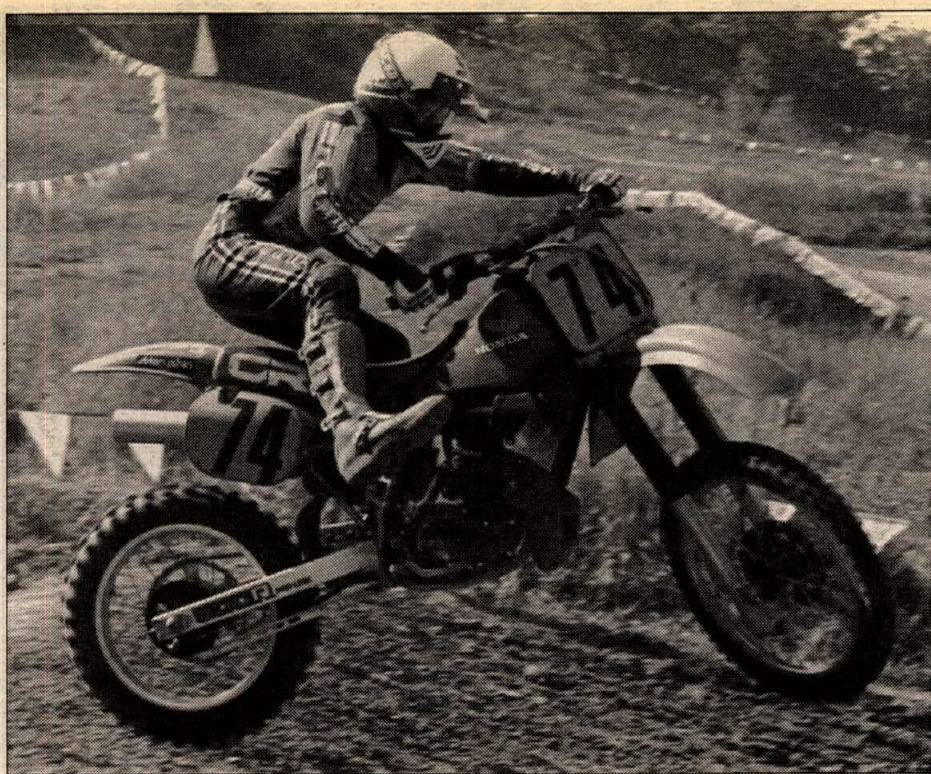
BAKERSFIELD, CA, JULY 21
Continental Motorsports Club sanctioned its first motocross at Sprockets Park tonight and were greeted with an all-new course layout. Alan Pierce and his Kawasaki adapted well to the new track by winning the 125cc Intermediate class.

In the first moto, three Kawasaki riders emerged out in front after the first turn with Pierce in the lead. Chasing Pierce were Jeff Reynolds, Brian Peoples and Suzuki rider Mick Elsberry.

Elsberry decided to break up the Kawasaki stranglehold by passing Peoples on the inside of a tight right turn. Up front, Pierce and Reynolds picked up the pace and pulled away from Elsberry and Peoples. When the checkered flag appeared, Pierce had a slim lead over Reynolds taking the win.

Pierce again jumped to an early lead in the second moto ahead of

PHOTO BY BRIAN BARNES



Mike Larson put together a 1-1 score to place his Honda in the Open Pro winner's circle at the Mulkey Gold Cup.

Reynolds and Elsberry. Once again, Pierce and Reynolds pulled away from the pack in a heated battle for the lead, while Elsberry and Peoples battled for third. Elsberry managed to keep Peoples at bay for awhile, but Elsberry dumped it briefly in a turn handing peoples third. Pierce held on to take the win ahead of Reynolds, Peoples and Elsberry.

Results

60: 1. Tony Crabb (Yam).
80 NOV: 1. Billy Johnson (Kaw); 2. Phillip Glen (Kaw); 3. Jason Sutton (Yam).
80 JR: 1. Darren Fergus (Suz).
80 INT: 1. Kevin Peoples (Kaw); 2. Mike Finch (Kaw); 3. Alan Pierce (Kaw).
125 NOV: 1. Tery Isbel (Hon); 2. Tony Olivieri (Yam); 3. Scott Good (Hon).
125 JR: 1. Brian Sweaney (Suz); 2. Todd Sweaney (Suz); 3. Barry Willingham (Cag).
125 INT: 1. Alan Pierce (Kaw); 2. Jeff Reynolds (Kaw); 3. Brian Peoples (Kaw).
250 NOV: 1. Gilbert Kudlek (Hon); 2. John Prabuam (Suz).
250 JR: 1. Mike Lopez (Hon).
250 INT: 1. Beaver Ellis (Yam); 2. Ricky Pierce (Suz); 3. Darin Layton (Hon).
OPEN NOV: 1. Ted Harvey (Yam); 2. Doug Harvey (Kaw); 3. Ben Geissel (Hon).
OPEN JR: 1. Roland Bartley (Yam).
OPEN INT: 1. Calvin Bakas (Hon).
VETS: 1. Tim Crabb (Hon).

Sterner sails at Greely MX

By Larry Johnson

GREELEY, CO, JULY 20

Eric Sterner has concentrated almost exclusively on the five-race supercross series here this season, and it has paid off as he captured his second 125cc Pro win after three events. He gated fourth in moto one, but moved immediately to third behind Tim Buchli and Stacey Cook. That order remained for six laps until Cook bobbled and Sterner scooted to second. Cook made another mistake a few turns later and Jim Mitchell went to third. With two laps remaining, Buchli enjoyed a four-second lead while positions behind him were changing rapidly. Mitchell overtook Sterner for second, then Cook stuffed back into third. On the final go-round Sterner retook third, then Cook and Sterner banged handlebars and Sterner was knocked off the track. Around the next turn a lapped rider took out Cook. By the checkers the reshuffled order was Buchli, Mitchell, Kevin McKnight, Sterner and Cook.

Sterner avoided anymore of this trench warfare in moto two by grabbing the holeshot and holding the lead for the duration. Cook dogged him for the final four laps but Sterner

was not budging.

The 250cc Pro class was large enough to require qualifiers leading to one main event. In qualifier one Mike Knupp went wire-to-wire for the win over South Dakota speedster Dave Molder, Chris Sundstrom and Arlo Englund, back in action after a year-and-a-half layoff. Albert Firestone led the second qualifier right up to the finish line where his bike stalled, allowing Randy Warren to edge past.

When the gate fell for the main, Englund hit the first turn ahead of Molder, Warren, Knupp, and Firestone. Quicker than the blink of an eye, Molder, Warren, and Knupp shot by Englund. After four laps, Molder was crusing, but he was about to be challenged several times. First, Knupp closed a four-second gap in one circuit, but as he attempted to fly past Molder over a plateau jump, his rear wheel shattered upon landing. Next it was Warren's turn and he tried for two laps to find a way around, then he got passed by Firestone. On the last lap, Firestone tried desperately to get within striking distance, but lapped riders kept interfering. In spite of all this pressure, Molder never wavered as he rolled to victory.

Results

80 NOV: 1. Cory Perriton (Kaw); 2. Jeremy Midgough (Kaw); 3. Erich Whiteford (Kaw).
80 AM: 1. Tom Lukas (Yam); 2. Bill Perriton (Hon); 3. Justin Carver (Kaw).
80 EX: 1. Brian Carson (Yam); 2. Barry Carson (Yam); 3. Andy Atkins (Yam).
125 NOV: 1. Keith Cyr (Suz); 2. Jeff Slaymaker (Yam); 3. Stacy Ditter (Suz).
125 AM: 1. Keith Zeffel (Yam); 2. Paul Lindsey (Yam); 3. Don Anderson (Yam).
125 PRO: 1. Eric Sterner (Yam); 2. Tim Buchli (Yam); 3. Stacey Cook (Kaw).
250 NOV: 1. Graeme Perriton (Suz); 2. Steve Walker (Suz); 3. Jim Boman (Suz).
250 AM: 1. J. Sanchez (Yam); 2. Bryan Burford (Hon); 3. Scott Bradley (Yam).
250 PRO: 1. Dave Molder (Hon); 2. Albert Firestone (Yam); 3. Randy Warren (Hon).

Fay shows the way at Sidewinders TT

By Clay Light

CLACKAMAS, OR, JULY 20

National number 13 Mickey Fay led the Expert main event from start to finish in round four of the AMA Western Regional Championship series at Sidewinders' clubgrounds in Clackamas. Fay breezed to a win in the 20-lap main to beat Randy Green, who came from dead last to nab Jeff Campbell for second late in the race. Chris Fitzhugh continued his domination of



PHOTO BY MIKE GILLIES

Scott Manning (528) leads the 250cc Pro class at DeAnza. Manning won both motos.

the Junior class, topping the 15-lap Junior main on the Seattle Honda/Lynwood Yamaha Honda 500 over BBRP/Yamaha NW pilot Brian McGonigal. Marty Zirbel rode sensational to win the Novice main aboard the Chaney's Auto/Lou Kinish Yamaha 500.

Novice action kicked off the series of mains in the \$5000 Regional TT program when local favorites Zirbel, Jack "Bugsy" Booth and trophy dash winner Randy Roose (Hon) led the 12-lap main event. Ted Taylor (C-A) took away first, but only held the lead for a lap until Zirbel came back to put a stranglehold on the 12-rider freight train for the lead. Booth and Roose shoved Taylor to fourth then Jace Carter (Hon) put him in fifth. Roose bailed off, allowing Carter to move up a notch and set his sights on Booth. Carter swooped by Booth with three laps to go and set the final finish order of Zirbel, Carter and Booth.

Mike Oglesbee blistered off the line at the staging of the Juniors 15-lap main event. Oglesbee was quickly displaced by Fitzhugh which left Oglesbee to fend off a pack consisting of Frank Crane Jr. (Hon), McGonigal and Idaho's Rodney Reynolds (Hon Support). McGonigal worked like a madman, chipping away at Fitzhugh's already massive lead and found himself in second after getting by Oglesbee for good. Ryan Fisher, winner of the previous Castle Rock Regional, moved to third followed through traffic by Californian Dan McDonnell (Hon) and Washington's John "Mad Dog" Mattocks (Hon). Oglesbee, McDonnell, Crane, Mattocks, Reynolds and Mike Lawrence made up a six way battle for fourth that drove spectators crazy in a shuffle for positions late in the race. Fitzhugh fought his hardest to hold off points leader McGonigal's Rotax for the win with Fisher some distance behind in third. Fourth went to McDonnell, who slipped past Oglesbee, Crane was sixth.

Fay left the pole on the Ammco tools/Marushin/Super Trapp/Bel-Ray Wood-Rotax to lead the field as Green found himself and Mike Sullivan (Tri) in last. Campbell would be Fay's closest competition early in the main. Fay settled into a lead all to himself as Campbell and Wincewicz traded paint in their war for second. A Wincewicz/Campbell/Barkman/Hurst/Green duel was controlled by Wincewicz until Green picked his way to the front. Green and Campbell had a two-lap battle until Green pushed by on lap 16, but Fay was long gone and Green would end his night in the runner-up slot. Campbell finished third close to Green, but still somewhat far behind winner Fay.

Results

EX MAIN: 1. Mickey Fay (W-R); 2. Randy Green (Hon); 3. Jeff Campbell (C-A); 4. John Wincewicz (Tri); 5. Brett Barkman (KTM).

JR: 1. Chris Fitzhugh (Hon); 2. Brian McGonigal (KTM); 3. Ryan Fisher (Rtx); 4. Dan McDonnell (Hon); 5. Mike Oglesbee (Hon).
NOV: 1. Marty Zirbel (Yam); 2. Jace Carter (Hon); 3. Jack Booth (H-D); 4. Robbie Blagg (Hon); 5. Ted Taylor (C-A).

Roy reels-in Baylands MX gold

By Mike Vancil

FREMONT, CA, JULY 18

It was Fox Hunt night at Baylands, ladies free — and there were more than ever present! But even that action didn't cool the night's motocross racing.

The 125cc Junior motos were divided into divisions one and two, providing some very good action. The center of attention in division one was Jamie Steelsmith (Hon) who crashed in moto one, while running second to Jerry Roy (Yam). Steelsmith picked it up to finish sixth, then came back in moto two to fight to the lead and hold it to the checkers while Roy could only muster a third. The overall results showed Roy on top, with Steelsmith second. In 125cc Junior division two, Jeff Irby (Kaw) was among the early leaders and worked to the point in moto one; he held off the challenges from a most persistent Jose Sanchez (Suz) to take the victory. In moto two, Zachary Carter, of Campbell, charged to the lead to keep Irby from the double moto victory, but not the overall. Irby's second behind Carter in moto two gave him the overall with Carter second and Sanchez third.

The 250cc Pro class was loaded with talent. In moto one Johnny Gardner got out to an early lead and was never headed. In the pack, Rich Mythen (Suz) worked up past Donny Anderson, John Dauth, Tony Richards and Joe Wright to gain a second at the checkers. Richards fell and then got going again to finish fourth.

In moto two Wright and Honda Peninsula/Moto-X Fox/Proto-Pipe's Gardner were side by side until turn three. Gardner came in for a double-moto victory, and Wright took second with Mythen bringing his Suzuki in for third. Wright rode the 500cc Pro class too, and was an easy but tired victor.

Results

80 NOV: 1. Ray Crumb (Suz); 2. Kevin Johnson (Hon); 3. Joe Lawwill (Yam).
80 JR: 1. Ricky Peixoto (Yam).
80 INT: 1. Jesse Britian (Kaw).
125 JR DIV I: 1. Jerry Roy (Yam); 2. Jamie Steelsmith (Hon); 3. John Marley (Kaw).
125 JR DIV II: 1. Jeff Irby (Kaw); 2. Zachary Carter (Kaw); 3. Jose Sanchez (Suz).
125 NOV: 1. Jason Rawlinson (Yam); 2. Bob Staggs (Hon); 3. Ron Belrel (Suz).
250 NOV: 1. Scott Yahne (Suz); 2. Jeff Will (Yam); 3. George Miranda (Hon).
250 JR: 1. Eric Grass (Hon); 2. Rob Filroloski (Yam); 3. Paul Midson (Suz).
OPEN NOV: 1. Robert Chavez (Hon); 2. Don Durham (Yam); 3. Richard Hubbell (Yam).
OPEN JR: 1. James McManus (Hon); 2. Mike Nissen (Hon); 3. Randy Gavron (Hon).
125 INT: 1. Ty Earl (Yam).
250 INT: 1. Joe West (Yam).
VET SPRTSMN: 1. Carter Furr (Yam).
VET MASTER: 1. Mike Lane (Hon).

OT SPRTSMN: 1. Hank Wessel (Suz).
125 PRO: 1. Craig Christian (Yam).
250 PRO: 1. Johnny Gardner (Hon); 2. Joe Wright (Hon); 3. Rich Mythen (Suz).

Christian takes SHR night MX cash

By Jim Bowman

BRENTWOOD, CA, JULY 13

Cycle Gear/Richmond Yamaha-sponsored Craig Christian rode his Yamaha Support YZ250 to the overall cash honors at tonight's Friday night MX at Sand Hill Ranch. Christian led the first moto over George Hopper, Concord Yamaha's Jerry Brandt and Hayward Yamaha's Alan Brunk, but stalled in the final turn and Hopper (Malotl's Honda of Manteca) took the checkers. Christian kept his motor going in the second round to take the checkers over Hopper and first place Open Pro Brandt (Malcolm Smith Products.)

There was a pretty good turnout for the Veteran/Old Timer class racing this week and the contest for the overall was between Sportsman Vet rider Greg Grouliff and Vet Master Jim Mahoney. Grouliff led all laps in the first moto while Mahoney dropped from second to fifth, then climbed back up to third at the checkers. Grouliff started ahead of Mahoney in the second round, but Mahoney had less trouble and worked his way by on lap five to hold the lead to the finish. Grouliff claimed the overall with Mahoney second, and Sportsman Vet riders Lynn George and Raymond Brindon in third and fourth. Bob Kosovilico finished as first Old Timer ahead of Bill Goff and John Percival in both races.

Another large class at Sand Hill Ranch tonight was the 250cc Novice class which featured a battle between John Dodsen, John Foster and Marc Hutchins. Dodsen led the first lap in moto one, but Hutchins worked past him and led for the next two laps. Dodsen then made the final pass that would earn him the checkers. Foster also passed Hutchins to take second in the first round.

Dodsen took the lead in the second moto and held it for all six laps while Foster and Hutchins sorted things out. Hutchins started second ahead of the lanky madman on the Honda four-stroke, Neil Clifton, and Foster, who followed in fourth. Foster passed Clifton on lap two and chased Hutchins for the next two laps before he found an opening and claimed second. Dodsen took the overall ahead of Foster and Hutchins.

Results

OPEN PRO: 1. Jerry Brandt (Yam); 2. Alan Brunk (Yam).
250 PRO: 1. Craig Christian (Yam); 2. George Hopper (Hon).
OPEN INT: 1. Chris Riddle (Yam); 2. Donald Barly (Yam); 3. David McRae (Yam).
250 INT: 1. Robert Major (Hon).
125 INT: 1. Tyrone Earl (Yam); 2. Jim Bowman

(Yam); 3. Joeri de Beer (Kaw).
OPEN JR: 1. Joe Towbis (Yam); 2. Lance McPhee (Hon).
250 JR: 1. Dan Gallagher; 2. Joe Towbis (Yam); 3. James Karnes (Yam).
125 JR: 1. Steve Weyrunch (Hon); 2. Kirk Hoepner (Kaw); 3. Craig Roberts (Hon).
OPEN NOV: 1. Chris O'Holloran (Hon).
250 NOV: 1. John Dodsen (Yam); 2. John Foster (Yam); 3. Marc Hutchins (Suz).
125 NOV: 1. Jason Rawlinson (Yam); 2. John Burton (Yam); 3. Pete Kirby (Hon).
80 EX: 1. Terry Bostard (Hon).
80 INT: 1. Danny Paladino (Hon); 2. Todd Enke (Yam); 3. Doug DeLay (Kaw).
80 JR: 1. Dan Roberts (Kaw); 2. Darin Smaller (Yam); 3. Ray Dillon (Hon).
80 NOV: 1. Sam Higgins (Yam); 2. Tony Watt (Kaw); 3. Mike Jones (Suz).
VET MST: 1. James Mahoney (Hon).
VET: 1. Gregg Grouliff (Hon); 2. Lynn George (Hon); 3. Raymond Brindon (Hon).
OT: 1. Bob Kosovilico (Yam); 2. Bill Goff (Yam); 3. John Percival (Hon).

Giesick dominates Gypsies' double-header

By Richard Creed

STURGIS, SD, JULY 7-8

The Jackpine Gypsies geared up for the 44th annual Black Hills Motorcycle rally and races, due the week of August 6-12. Featured were back-to-back short track and half mile races that pulled riders from throughout the region.

Perhaps the most interesting aspect of Sunday's program was the Calcutta auction. In the auction, spectators are allowed to bid on riders. The better the rider, the higher the price. If the rider wins, so do his "owners." At the end of the half mile races, there were more than a few happy "owners," but none happier than those that had bid on the services of Todd Giesick.

Giesick, of Billings, MT, used a pair of immaculately-prepped, vintage BSA racers to take most of the weekend's winners' laurels. It was a successful weekend for Giesick and for the sponsors, as the Gypsies finally got through a complete program without having any of the weather problems that have plagued events lately. It looked like it might turn into another rain-out as clouds rolled in Sunday afternoon. But, the only cloud that mattered was the one raised by the spinning wheels of Giesick's BSA as he rode home with three main event victories, and a second place and fifth place. After spending most of the spring driving a sprint car, Giesick showed he hadn't lost any of his touch with sliding sideways on two wheels.

Results

SATURDAY
125: 1. Pat Schretter (Hon); 2. Greg Hunt (Yam); 3. Jeff Westaby (Hon).
250: 1. Arney Wick (Hon); 2. Jeff Haggard (Yam); 3. Rex Conrad (Kaw); 4. Mark Larive (Yam); 5. Todd Giesick (Yam).
500: 1. Todd Giesick (BSA); 2. Tim Haight (Yam); 3. Kent Jensen (W-R); 4. Jeff Haggard (Yam); 5. Jeff Holgate (Yam).
750: 1. Todd Giesick (BSA); 2. Mark Larive (Yam); 3. Kent Jensen (H-D).
SUNDAY
201-250 MAIN EVENT: 1. Arney Wick (Hon); 2. Rex Conrad (Kaw); 3. Mark Larive (Yam); 4. Jeff Haggard (Yam); 5. Rob Jones (Kaw).
251-500 MAIN EVENT: 1. Mark Dukes (W-R); 2. Todd Giesick (BSA); 3. Arney Wick (Hon); 4. Jeff Dietze (C-A); 5. Frank Latimer (Hon).
500-750 MAIN EVENT: 1. Todd Giesick (BSA); 2. Mark Gibson (H-D); 3. Robert Conway (H-D); 4. Mark Dukes (W-R); 5. Arney Wick (H-D).

Manning manhandles DeAnza Pros

By Mike Gillies

SUNNYMEAD, CA, JULY 22

Yamaha's Scott Manning flew to the overall win in DeAnza's 250 Pro class today, putting a 1-1 score on the board to beat American Honda's Terry Fowler. Malcolm Smith Products' Vince McMahon (Yam) was the only rider to

apply any pressure to Manning. In the second moto he turned identical lap times, but couldn't close the gap between himself and the factory-sponsored Manning.

Manning shot to any early lead in the first moto followed by Fowler, Race Tech's Joe Melton (Suz), and Honda-mounted Greg Nash. In the third turn, Fowler went down, causing a 10-man pile-up which dropped McMahon to 13th (last) place. Sunwest's Steve Cardillo was the first rider to emerge from the pile and was holding off charges from Yamaha of Cucamonga's Scott Conaway. By lap nine, Nash and Melton began to fade, giving Manning smooth sailing to the checkers with Cardillo holding on for second over Fowler, Conaway, and McMahon — who salvaged fifth after his early moto predicament.

In round two, McMahon grabbed the holeshot and set a blistering pace for the first lap, but it wasn't quite enough to keep Manning from getting by. Fowler was third, followed by Nash, Suzuki-mounted Chris Fleming, and Conaway. Manning and McMahon put on quite a show by forming a two-man freight train that blasted by almost every rider on the track at least once. Nash was riding without brakes and ended up overshooting a few berms which took him out of contention for the money. Sunwest's Tommy Combs, who was a victim of the first moto pile-up, worked his way from a poor second-moto start to clinch fifth by the checkers. Manning rode smoothly through the checkered flag with McMahon about five seconds back. Fowler was third over Fleming, while Conaway managed sixth to clinch fourth place overall money.

Results

PEE WEE: 1. Chris Harwood (Yam); 2. Jason Ramos (Yam); 3. Gary Peterson (Yam).

DIV II: 1. Jon Pauls (Yam); 2. Robert Allen Cole (Yam).

DIV III: 1. Jessie James (Kaw); 2. Brian Peterson (Kaw); 3. Donnie Wilborn (Yam).

JR CYC: 1. Ben Phalen (Kaw).

MINI BEG: 1. Deric Garcia (Kaw); 2. Dante Her-rero (Yam); 3. Jim McCorkell (Suz).

MINI NOV: 1. Jason Collier (Yam); 2. Dennis Urban (Yam); 3. Willy Drake (Yam).

MINI INT: 1. Larry Sayeg (Kaw); 2. Jerry Litteral (Yam); 3. Ron Thomas (Yam).

MINI EX: 1. Mike Burdette (Kaw).

125 BEG: 1. Phill Alamangos (Suz); 2. Kevin Neal (Yam); 3. Jess Carmona (Hon).

125 NOV: 1. Jeff Matiasovich (Kaw); 2. Jeff Bar-bacovi (Yam); 3. Chuck Whitmore (Suz).

125 PRO: 1. Todd Campbell (Kaw); 2. Vince McMahon (Yam); 3. John Slavens (Kaw).

250 BEG: 1. Ron Urman (Yam); 2. Harold Jones (Suz); 3. John McManus (Suz).

250 NOV: 1. Todd Duncan (Hon); 2. Johnny Socco (Hon); 3. Paul Martin (Hon).

250 INT: 1. Todd Cunningham (Suz); 2. Ruben Alvarado (Suz); 3. Tom Thomsen (Yam).

250 PRO: 1. Scott Manning (Yam); 2. Terry Fowler (Hon); 3. Vince McMahon (Yam).

OPEN NOV: 1. Greg Whitfield (Yam); 2. Mike Hogan (Yam).

OPEN PRO: 1. Fred Heacock (Yam); 2. Willy Mus-grave (Hon).

WOMEN: 1. Lani Emery (Suz); 2. Alice Morre (Hon).

VET JR: 1. Richard Bealer (Yam); 2. Bill Dennis (Hon); 3. Dennis Wilson (Hon).

VET INT: 1. Scott Rissman (Suz); 2. Ed Dungan (Hon); 3. Robert Cooke (Hon).

VET PRO: 1. Scott Manning (Yam); 2. Terry Fowler (Hon); 3. Vince McMahon (Yam).

OPEN NOV: 1. Greg Whitfield (Yam); 2. Mike Hogan (Yam).

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VET PRO: 1. Scott Manning (Yam); 2. Terry Fowler (Hon); 3. Vince McMahon (Yam).

OPEN NOV: 1. Greg Whitfield (Yam); 2. Mike Hogan (Yam).

OPEN PRO: 1. Fred Heacock (Yam); 2. Willy Mus-grave (Hon).

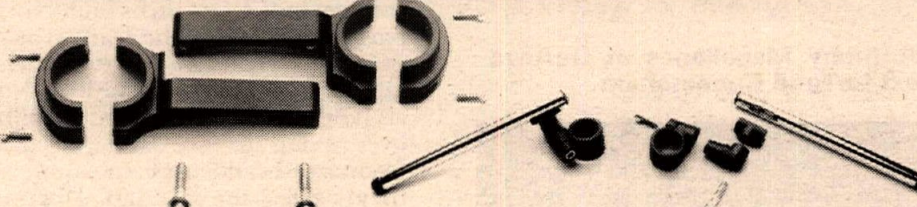
Schlag, Hopper duel at SHR MX

By Jim Bowman

BRENTWOOD, CA, JULY 20

Contra Costa Honda's Joey Schlag won both combined Pro motos at Sand Hill Ranch to-night, while Malotl's Honda of Manteca-sponsored George Hopper tried his best to change the score. Schlag holeshot both rounds, but Hopper started poorly in the first round and took some time closing in on Schlag. Hopper started runner-up in the second round and thrilled the spectators as he closed in at times, but it wasn't meant to be. Open class winner Schlag took the overall over 250cc Pro class winner Hopper and Open class pilots Jerry Brandt (Concord Yamaha/Malcolm Smith) and

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(Above) Steve Cardillo (37) passes Anthony Magallanes at DeAnza. Magallanes (below) styles at Corona next to Todd Cunningham.



Alan Brunk (Hayward Yamaha).

Leading at the start of the combined Open Novice/Junior race tonight was Jim McDaniel, who quickly fell to the Yamaha of Scott Link. Link held the lead for four laps until Marty Laurey passed him to take the checkers. Ken Sweet finished third that round while Junior class rider Erik Schaffer finished fourth on his Honda four-stroke machine.

Link took command of the second moto from the start, but disappeared on lap four, leaving Schaffer in the lead. Laurey started fifth, but made his way up to second by the finish to claim the overall. Schaffer was second overall, with Sweet third (second Novice) and Terry Wilcox fourth overall, third Novice.

The combined 80cc Novice/Junior race saw Junior-class rider Rhett Tothgill fight to earn his trophy as he started third to Mike Jones and Doug Force in the first moto. Force held Tothgill off for half the race before Tothgill could pass and begin to chase Jones. It was too late for Tothgill, however, and Jones won that moto over Tothgill and Force. Things went differently in the second round though, as Tothgill led all laps to take the overall over Jones, second Novice pilot Doug Force and third Novice-class entrant Pat Bennett.

Results

OPEN PRO: 1. Joey Schlag (Hon); 2. Jerry Brandt (Yam); 3. Alan Brunk (Yam).

250 PRO: 1. George Hopper (Hon); 125 PRO: 1. Clayton Blood (KTM).
OPEN INT: 1. Myk Brown (Hon); 2. John Georgette (Yam); 3. Don Bailey (Yam).
250 INT: 1. Eddie Hegarty (Yam); 2. Richard Horne (Suz).
125 INT: 1. Mike Landgraft (Hon); 2. Jim Bowman (Yam).
OPEN JR: 1. Erik Schaffer (Hon).
250 JR: 1. Pete Gondry (Hon); 2. James Karnes (Yam); 3. Russ Mitchell (Yam).
125 JR: 1. Darren Gallagher (Hon); 2. Danny Paladino (Suz); 3. Pete Gondry (Hon).
OPEN NOV: 1. Marty Laurey (Hon); 2. Ken Sweet (Yam); 3. Terry Wilcox (KTM).
250 NOV: 1. Marc Hitchins (Suz); 2. Fred Oranje (Hon); 3. Troy Burton (Hon).
125 NOV: 1. Scott Gullassi (Hon); 2. Tom Oranje (Kaw); 3. Mark O'Brien (Hon).
80 EX: 1. Terry Bostard (Hon).
80 INT: 1. Danny Paladino (Hon); 2. Todd Enke (Yam); 3. Doug DeLay (Kaw).
80 JR: 1. Rhett Tothgill (Kaw); 2. Wes Clement (Yam).
80 NOV: 1. Mike Jones (Suz); 2. Doug Force (Hon); 3. Pat Bennett (Yam).
VET MSTR: 1. Al Posey (Hon); 2. James Mahoney (Hon); 3. Russ Powell (KTM).
VET: 1. Dale Basgall (KTM); 2. Ron Mazzafero (Hon); 3. Earl Frederick (Kaw).
OT: 1. Joe Heckmann (Hon).

Watson makes waves at Corona MX

By Nate Rauba

CORONA, CA, JULY 20

The Vet class seems to be growing in popularity at Corona Raceway, as each week brings out more riders. Nine Vets showed up to ride tonight, and when the dust cleared Covina Kawasaki's

Bob Watson emerged as the victor after coming from behind to win both motos.

Alan Gerkey (Team Beef/Suz) grabbed the holeshot at the start of moto one as Watson and Yamaha-mounted Mike Simpson followed through the first turn. Simpson went wide through the second turn, allowing John Francis (Cag) and Suzuki Country's M. Norris to get by. Norris quickly displaced Francis as Watson put the pressure on Gerkey for the lead. With two laps remaining, the pressure became too much for Gerkey and he surrendered the lead to Watson; and Norris began to fall off the pace. Watson hung on to win, with Gerkey a distant second, well ahead of Norris.

The start of the second moto once again belonged to Gerkey. Norris and Watson came through the first turn side by side, with Norris edging into second. A few turns later Norris passed Gerkey for the lead. Norris moved to second on lap two, then a lap later, get Norris for the lead. Norris faded back quickly, and with just over a lap to go, Gerkey gained second and suddenly came to life. As they started the last lap, Watson's lead had been trimmed to only a few seconds, and he was heading into some slower riders. The lappers helped Gerkey at first, as he was able to get close enough to stick a wheel under the Kawasaki rider. But Watson wouldn't budge, and the lappers suddenly became a hindrance after Watson passed one that blocked Gerkey long enough to insure Watson of the win. Gerkey was second overall, and Norris third with a 3-3.

Results

PEE WEE 9-: 1. Mike Metzger (Hon); 2. Ben Phalen (Kaw); 3. Dennis Turner (Kaw).
PEE WEE 10+: 1. Jimmy Williams (Yam); 2. James Carmack (Hon); 3. Jeff Lewis (Kaw).
MINI BEG 12-: 1. Joel Albrecht (Kaw); 2. Jeb Brock (Yam); 3. Clint Brisko (Kaw).
MINI BEG 13+: 1. Dan Laumbach (Kaw); 2. Jeff Fine (Yam); 3. Matt Wicketts (Suz).
MINI NOV: 1. Jason Collier (Yam); 2. Dustin Evans (Kaw); 3. Brian Beck (Kaw).
MINI INT: 1. Don Burke (Kaw); 2. Jerry Litteral (Yam); 3. Kevin Bussey (Yam).
MINI EX: 1. Robby Gordon (Kaw); 2. Mike Burdette (Kaw); 3. Scott Brown (Hon).
125 BEG I: 1. Steve Fields (Suz); 2. Roger Hauptman (Yam); 3. Jeff Jetton (Suz).
125 BEG II: 1. Shawn Slayton (Suz); 2. John Carter (Hon); 3. Guy Cortner (Hon).
125 BEG III: 1. Kevin Wheat (Suz); 2. Daren Briggs (Yam); 3. Dave Moss (Kaw).
125 NOV I: 1. David Foltz (Kaw); 2. Chris Pillow (Hon); 3. Phil Alamangos (Suz).
125 NOV II: 1. Tad Cates (Yam); 2. Brian Calhoun (Yam); 3. Charles Gonzales (Suz).
125 INT: 1. Jeff Matiasovich (Kaw); 2. Gary Lacy (Hon); 3. Mike McLain (Kaw).
125 PRO: 1. Brandon Schneider (Cag); 2. Mark Lopera (Yam); 3. Dane Pateo (Kaw).
250 BEG I: 1. Steve Rossow (Hon); 2. Randy Monroe (Hon); 3. Scott Adams (Hon).
250 NOV: 1. Willie Musty (Yam); 2. Tim Poss (Hon); 3. Ron McGee (Mai).
250 INT: 1. Ray Groom (Hon); 2. John Posca (Yam); 3. Todd Cunningham (Suz).
250 PRO: 1. Gordon Ward (Hon); 2. Bret Lund (Kaw); 3. Paul McLain (Hon).
OPEN BEG: 1. Craig Cortner (Mai); 2. Jim Mikkelsen (KTM); 3. Lars Hay (Hus).
OPEN NOV: 1. Mike Logan (Yam); 2. Bill Mahony (Hon); 3. Darrin Yenser (Hon).
OPEN INT: 1. Scott Yenser (Hon); 2. Robert Tippit (Kaw); 3. Jim Provine (Hon).
OPEN PRO: 1. Willy Musgrave (Hon); 2. Rick Lee (Hon); 3. Jim Speight (Yam).
VETS: 1. Bob Watson (Kaw); 2. Alan Gerkey (Suz); 3. M. Norris (Suz).

Yamamoto wins Guymon Memorial TT

By Clay Light

COEUR D'ALENE, ID, JULY 19
Spokane's Ron Yamamoto gave the competition the one-two punch at Huetter Raceway, topping three money races which included the Open Expert, 500cc Expert and the 20-lap Guymon Memorial race in memory of Kirk Guymon. Richard Hayman put his Yamaha into the winner's circle by doing damage to the 250cc Expert main.

Billy Lenz had a busy day in the Potato state, en route to some spectacular main event finishes. Lenz topped Troy Hedge for the 80cc Expert win, but ran runner-up to Hedge in the 125cc A main. Hedge, Lenz and Chris Harvey led the way in the 125cc class.

Lenz took second in the 500cc A main after a 10-lap battle with Todd Sommers, but came back to storm the most competitive main of the evening — the 250cc A event. O'Neal and Paul Phelps were the eventual second and third place riders.

Hayman's YZ-based flattracker stole the show in the 250cc Expert main event. Hayman was chased all the way to the flag by Rusty Yamamoto (Yam) and brother Mike Hayman. Not one of the 10 contestants could stop the elder Hayman on his way to the win. Ron Yamamoto (Hon) ran away with the 500cc Expert main and put rival Arney Wick (Hon) and Tony Cruickshank (Suz) in the dust.

Yamamoto shank (Suz) to the dust. a field of Open Experts in the second to last race of the evening by thrashing Jeff Seldon, who was the lucky recipient of second place. When Wick and Cruickshank got too close, they both went down, falling way back and letting Seldon, Rodney Ginn, Phil Hamby (Yam) and Darrell Sims (Hon) into the top five.

Wick looked like he would put the stops to a Yamamoto domination in the Guymon Memorial. He was in for a subtle surprise, though, as Yamamoto gunned for the position on the opening lap and came by the tower in command, ahead of Cruickshank and Wick, on a CR500 Honda-based short tracker. Yamamoto rode sensationally, while a crash plagued Cruickshank. Wick fought for second ahead of Seldon, John "Mad Dog" Mattocks (Hon) and young Billy Lenz (Hon). Lenz rode exceptionally well, keeping himself in the running with the big boys to secure fifth-place money behind winner Yamamoto, Cruickshank, Wick and Seldon after Mattock's demise.

Results

GUYMON MEMORIAL: 1. Ron Yamamoto; 2. Tony Cruickshank; 3. Arney Wick; 4. Jeff Seldon; 5. Billy Lenz.
OPEN EX: 1. Ron Yamamoto; 2. Jeff Seldon; 3. Rod Ginn.
500 EX: 1. Ron Yamamoto; 2. Arney Wick; 3. Tony Cruickshank; 4. Jeff Seldon; 5. Archie Triber.
250 EX: 1. Rich Hayman; 2. Rusty Yamamoto; 3. Mike Hayman.
OPEN A: 1. Jim O'Neal; 2. Ralph Lindley; 3. Mike Boge.
500 A: 1. Todd Sommers; 2. Billy Lenz; 3. Ralph Lindley.
250 A: 1. Billy Lenz; 2. Jim O'Neal; 3. Paul Phelps; 4. Scott Coyne; 5. Mike Boge.
125 A: 1. Troy Hedge; 2. Billy Lenz; 3. Chris Harvey.
80 EX: 1. Billy Lenz; 2. Troy Hedge; 3. Phil Michelson.
60: 1. Mark Nelson; 2. Jason Nelson; 3. Phil Michelson.
PP: 1. Michelle Hamby; 2. Jimmy Hamby.
PP: 1. Suzi Eppler; 2. Trixy Darrarr; 3. Jeannie Moretz.

Fitzgerald flawless at DeAnza

By Mike Gillies

SUNNYMEAD, CA, JULY 15

Sunwest Yamaha's Adam Fitzgerald put his new scooter to good use today by smoking the Mini Novice class each time out.

Fitzgerald holeshot the first moto but was quickly passed by Suzuki-mounted Pierre Laquerre. Larry Laye (Yam) was holding third in front of Richard Geraghty (Yam), while Redlands Empire's Steve Tucker (Yam) and Sunwest's Willy Drake followed. By lap two, Laye snuck by Fitzgerald, then went on to pass Laquerre by the third. Fitzgerald found a line around Laquerre by lap five and started pressuring Laye quickly. Laye gave in before the sixth lap was over, and

crashed shortly thereafter, giving Fitzgerald a sizeable lead over second-placing Drake. Drake worked his way from a last-place start. Geraghty held on for third ahead of Laquerre.

Drake smoked all the Novices to the first turn in the second moto, as did Intermediate Jerry Litteral's DMC-prepared Yamaha. Laquerre was second, followed by Fitzgerald and Geraghty. Fitzgerald passed Laquerre on the first lap as did Geraghty. On lap two, the flying Fitz took the lead from Drake and set his sights on Intermediate Litteral. Drake held onto second until lap five when both Geraghty and Tucker slipped by. Fitzgerald was testing the limits of his new YZ80 by applying heavy pressure to Litteral's rear wheel and on lap six, his efforts paid off when he snuck by on the inside line. Unfortunately, Litteral crashed a few turns later and cruised for the rest of the moto. The order at the checkers was Fitzgerald, Geraghty, and Tucker, with Drake a distant fourth. Fitzgerald's 1-1 was first overall, ahead of Geraghty's 3-2, while Drake's 2-4 edged out Tucker's 5-3 for third.

Results

PEE WEES: 1. Troy Haling (Yam); 2. Jimmy Saling (Suz); 3. Jason Ramos (Yam).
DIV II: 1. Jon Pauls (Yam).
DIV III: 1. Brian Peterson (Kaw); 2. Lee Ford (Kaw); 3. David Cardy (Hon).
MINI BEG: 1. Dante Herrero (yam); 2. Rat Sult (Yam); 3. Pat Streng (Yam).
MINI NOV: 1. Adam Fitzgerald (Yam); 2. Richard Geraghty (Yam); 3. Willy Drake (Yam).
MINI INT: 1. Larry Sayeg (Kaw); 2. Jerry Litteral (Yam).
125 BEG: 1. Max Spratt (Hon); 2. J. Singletary (Suz); 3. Jon Irby (kaw).
125 NOV: 1. Jamie Steelsmith (Hon); 2. Steve Helm; 3. Tim Kosi (Kaw).
125 INT: 1. Chuck Whitmore (Suz); 2. Tim Toms (Kaw); 3. Steve Saling (Kaw).
125 PRO: 1. Lance Gorton (Kaw); 2. Steve Skibel (Suz); 3. Mark Denning (Kaw).
250 BEG: 1. Trig Blaz (Hon); 2. Tom Smith (Suz); 3. Harold Jones (Suz).
250 NOV: 1. Johnny Socco (Hon); 2. Ken Carlson (Hon); 3. Rick Bealer (Suz).
250 INT: 1. Steve Piatton (Hon); 2. Luther French (Suz); 3. Tom Thomsen (Yam).
250 PRO: 1. John Slavens (Kaw); 2. Bobby White (Hon); 3. Thomas Combs (Yam).
OPEN BEG: 1. Max Hernandez (Hon); 2. Chris Reyes (Yam).
OPEN NOV: 1. Todd Kearns (Mai).
OPEN INT: 1. Richard Baiteau (Suz).
OPEN PRO: 1. Dan Paulson (Hon); 2. Greg Nash (Hon); 3. Willy Musgrave (Hon).
WOMAN'S DIV: 1. Kitty Mayfield (Suz); 2. JoAnn Boone (Yam); 3. Alice Moore (Hon).
VET JR: 1. Robert Emery (Suz); 2. Eddie McKenzie (KTM).
VET INT: 1. Ed Duncan (Hon); 2. Ron Way (Hon).
VET SR: 1. Ron Brehm (Yam); 2. Mike Norris (Suz); 3. Ed Michetti (Suz).

Fay fast at Castle Rock Regional TT

By Clay Light

CASTLE ROCK, WA, JULY 21
Round five of the AMA Western Regional Championship Series had Mickey Fay turning in a less ride to win his second main event win of the weekend at Castle Rock's \$10,000 TT. Fay was ecstatic about the nearly \$2,000 first-place payoff. John "Mad Dog" Mattocks topped a Junior main thriller on the Spokane Honda/NW Cycle Salvage/Jim Plunkett/Cunningham Ind/Dean Ginn Honda 600, beating Brian McGonigal (BBRP/Yam NW Rtx) and Chris Fitzhugh. Robbie Blagg cruised to the Novice win, riding the maxima RV Doctor Honda 500.

BBRP/Yamaha Northwest-sponsored Randy Roose smiled with confidence before the Novice main as last night's Oregon TT winner Marty Zirbel sat in row two and had what he thought would be an easy win. Roose was in for a surprise when Blagg stole the show and like all contestants were pondering a piece of the \$10,000 purse. Trophy dash winner Jace Carter (Hon), Roose, Rick Albee (Yam) and Californian Curtis Cannon (Yam) were in hot pursuit of Blagg, who only a month ago turned 16. Blagg

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Dave Molder won two Pro classes in South Dakota. (Below) John Holmes moves past a falling Steve Kendall in the 125cc Intermediates at Corona.



was riding his best race to date as Carter inspected the half mile track looking for a way around former minicycle champions Blagg and Cannon, who displaced Carter for third. Carter was later nabbed by Jack "Bugsby" Booth's Rotax H-D 500. Blagg rode alone in first until Cannon picked up the pace and chased him all the way to the flag. Blagg got his first Pro win in style to beat Cannon, Booth, Carter, Zirbel and Roose for first place payoff.

Fast heat/time trials winner Ryan Fisher (W-R) sat on the pole position in the Junior main and jumped into the lead, only to be met with a red flag. A massive pile-up mixed action but after things were back to normal it was Fisher, Brian McGonigal, (Rtx), Mattocks, Fitzhugh and Terry Wahl (C-A), coming out of the dog leg. Fisher was riding spectacularly, leaving second-place Fitzhugh way back but a sour twist of fate put the stops on another Regional win. Fisher's demise put Fitzhugh into the lead for three laps until he too had disaster strike with a front flat. The new leaders, Mattocks and McGonigal, fought it out the remaining three laps, swapping back and forth with Mattocks tucking to the inside of the final turn and beating McGonigal by a wheel. Fitzhugh finished third, struggling to hold off Wahl, Steve Kendig (Hon) and Bob Moran (H-D).

The Expert main event at the biggest Northwest Regional lined up eight National numbers, three rookies and one graded Expert for the 20-lapper. Jeff Campbell and his Can-Am turned in a wicked holeshot,

leading Fary, Green and Californian Larry Legarra. Fay emerged in the lead on lap two as the 12 finalists launched off the TT jump.

Fay, Campbell and Green pulled away from the Legarra/Hurst/Word/McDaniel/Sullivan battle. Green and Campbell gunned for second with Green getting by Campbell at the midway point. Barkman came from nowhere to nab Legarra late in the main but found that Fay, Green and Campbell were long gone. Fay rode in the same fashion that took him across the line for the win in the previous night's Oregon \$5,000 Regional and put the moto on Green and Campbell until Green got a late charge but Fay wouldn't be stopped. Green also rode consistently with seconds both nights, beating Campbell, Barkman, Legarra and Sullivan and also taking a hunk of the \$15,000 offered for the big TT weekend.

Results

EX: 1. Mickey Fay (W-R); 2. Randy Green (Hon); 3. Jeff Campbell (C-A); 4. Brett Barkman (KTM); 5. Larry Legarra (Tri); 6. Mike Sullivan (Tri); 7. Duane Gerrard (C-A); 8. Travis Babcock (Hon); 9. Jeff McDaniel (W-R); 10. Brad Hurst (Tri); 11. Frank Word III (Tri); 12. Del Schnitzer (Tri).

JR: 1. John Mattocks (Hon); 2. Brian McGonigal (Rtx); 3. Chris Fitzhugh (Hon); 4. Terry Wahl (C-A); 5. Steve Kendig (Hon); 6. Bob Moran (H-D); 7. Otto Jorgenson (C-A); 8. Tim Stults (Hon); 9. Frank Crane Jr. (Hon); 10. Mike Lawrence (Hon); 11. Ryan Fisher (W-R).

NOV: 1. Robbie Blagg (Hon); 2. Curtis L. Cannon (Yam); 3. Jack Booth (H-D); 4. Jace Carter (Hon); 5. Martin Zirbel (Yam); 6. Randy Roose (Hon); 7. Rick Albee (Yam); 8. Clay Clark (Yam); 9. Pat McBride (Hon); 10. Albert Eschwig (Hon); 11. Keith Barnhardt (Hon); 12. Ted Taylor (C-A).

TROPHY DASH

EX: 1. Mickey Fay (W-R); 2. Jeff Campbell (C-A); 3. Brad Hurst (Tri); 4. Frank Word III (Tri).

JR: 1. Ryan Fisher (W-R); 2. Chris Fitzhugh (Hon); 3. Brian McGonigal (Rtx); 4. Terry Wahl (C-A).

NOV: 1. Jace Carter (Hon); 2. Jack Booth (H-D); 3. Randy Roose (Hon); 4. Rick Albee (Yam).

Molder, Stork super in South Dakota MX

By Brian George

RAPID CITY, SD, JULY 15

Round six of the Borderline Racing Association's 1984 Championship Motocross Series moved into Rapid City Sunday, where Dave Molder and Billy Stork went home with the three Professional class overalls between them, as Molder doubled-up in the Opens and 250s, while Stork grabbed the 125cc top slot.

As the 250cc Pros opened the action, Mike Friend put his Honda into the lead, while Stace Waugh, Stork, Molder and Lynn Hyde gave chase. Molder forced his way past Waugh into second, but Friend remained in command for the remainder of the race. In trying to advance up to the leaders, Stork went down and dropped back into ninth position with just over half of the race to go. Stork could only work back into the sixth place behind Curt Hyde before the checkers flew. Friend rolled in with the win ahead of Molder, Lynn Hyde and Waugh.

Friend again took the holeshot as the second 250cc Pro moto hit the first corner, with Molder, Stork, Curt Hyde and Brian George behind. In the third corner Molder dropped his CR and fell to seventh. Two corners later, Friend hit a fast right-hand berm wide open and broke through the silty embankment, putting Stork in front, with Hyde and George close behind. Stace Waugh took third slot, then a corner later Molder went riding by George, who broke through a berm and crashed. Molder proceeded to pick off Hyde and Waugh to move into second, but Stork was too tough to get by for the lead. All Molder needed to win the overall was a second place, since Friend's motor seized late in the race. Stork took the checkered flag first in the moto, but Molder's consistent second place ride earned him the overall top spot for the class. Third in the moto was Waugh, ahead of Lynn Hyde, and Kevin Forrester.

One-twenty-five Pro action in round one saw Friend grab the holeshot and led the first half of the moto before Stork came up to challenge. Molder ran a close second until Stork slipped by. Stork dogged Friend from the fourth lap on, until finally taking the lead with only two laps to go. Friend settled for second, well ahead of Molder, LeeVern Berry and Dale Ruggles.

Ruggles grabbed the holeshot in the second 125cc Pro moto, with Berry, Stork, Molder and Scott Ray behind. Friend suffered a miserable start and had to come from the back of the pack to catch the leaders. Berry and Stork quickly dispersed Ruggles, as did Molder later in the same lap. Stork had to finish ahead of Friend to assure himself of the overall, so he simply trailed Berry to the finish, where he took the top honors. Berry racked up enough points for second overall to Friend's third.

Results

125 PRO: 1. Billy Stork (Hon); 2. LeeVern Berry (Kaw); 3. Mike Friend (Hon).

250 PRO: 1. Dave Molder (Hon); 2. Billy Stork (Hon); 3. Stace Waugh (Hon).

500 PRO: 1. Dave Molder (Hon); 2. Perry Bicek (Hon); 3. Lynn Hyde (Hon).

250 B: 1. Randy Willsworth (Yam); 2. Jimmy Winchester (Cag); 3. Bret Daniels (Kaw).

MINI A: 1. Mark Mueller (Hon); 2. Scott Jensen (Kaw); 3. Bradley Wagner (Kaw).

MINI B: 1. Charles Morris (Kaw); 2. Kourt Hageman (Kaw); 3. Judd Hageman (Kaw).

MINI C: 1. Sean Weiseler (Kaw); 2. John Nelson (Hon); 3. Mike Weiseler (Yam).

125 B: 1. Danny Hendrikson (Suz); 2. Tobin Forrest (Kaw); 3. Ty Spier (Kaw).

125 C: 1. Aaron Tishelman (Yam); 2. Mart Geary (Hon); 3. Pat York (Kaw).

ATC A: 1. Jim Winchester (Hon); 2. Chris Jordan (Hon); 3. Clint Pepper (Hon).

ATC B: 1. Mike Lenhart (Hon); 2. Bill Nash (Hon); 3. Pat Knutson (Hon).

ENDURO: 1. Shel McCance (Kaw); 2. Mark Bendigo (Hon); 3. Pat York (Yam).

OLD IRON: 1. Duane Lorenzen (Hon); 2. Tim Cleveringa (Kaw); 3. Ken Ehnes (Kaw).

250 C: 1. Tory Jefferies (Hon); 2. Phil Stahla (Kaw); 3. Steve Cheeseman (Hon).

Getzlaff gets off with Corona night MX win

By Nate Rauba

CORONA, CA, JULY 13

Friday the 13th brought bad luck to some riders tonight at Corona Raceway, while others were able to take advantage of their opponents' misfortunes. This was the way things went in the first division of 250cc Beginners as Bill Getzlaff (Hon) rode consistently and capitalized on Jim Neeld's bad luck to win the class.

Neeld took command of the first moto right from the start as he led Getzlaff and Kawasaki-mounted Scott Harris through turn one. Ken Behm (Suz) and Eddie Edmonds battled over fourth as the leaders pulled away on the first lap. By lap three Neeld held a few seconds on Getzlaff and Harris wasn't far behind in third. A battle for first began to shape up. Getzlaff moved to within striking distance of Neeld as they encountered lapped riders. But the showdown never occurred as Neeld broke free and pulled a few seconds clear. Neeld crossed the line for the win over Getzlaff as Harris maintained third.

Edmonds got the holeshot at the start for moto two and showed Gilbert Leds, Getzlaff, and Behm the way through the first corner. Neeld's luck turned sour as he came around nearly last. Getzlaff passed Leds on the second lap, and Neeld's luck went from bad to worse when he went off the track. Edmonds had built a comfortable lead by the halfway mark, and Harris swept by both Behm and Leds in one turn to take over third. Getzlaff got on the gas and closed the gap on Edmonds in the late stages of the race. With just over a lap remaining, Getzlaff was on the Kawasaki pilot's rear fender and threatening to pass. Getzlaff began to ease the pace near moto's end, allowing Edmonds to take the win unchallenged. The overall went to Getzlaff with a 2-2 score, and Edmonds got second. Harris took another third for third overall.

Results

PEE WEE 9-: 1. Mike Metzger (Hon); 2. Ben Phalen (Kaw); 3. Jason Carroll (Kaw).

PEE WEE 10-: 1. Joel Albrecht (Kaw); 2. James Carmack (Hon); 3. Jarrett Austin (Kaw).

MINI BEG 12-: 1. Jeb Brock (Yam); 2. Wesley Klein (Kaw); 3. Derek Conner (Kaw).

MINI BEG 13-: 1. Andres Chaves (Kaw); 2. Dan Laumbach (Kaw); 3. John Crow (Suz).

MINI NOV: 1. Jerry Litteral (Yam); 2. Jason Collier (Yam); 3. Robert Shipman (Kaw).

MINI INT: 1. Mike Wiese (Yam); 2. Don McGlaughlin (Kaw); 3. Bill Auberlen (Yam).

MINI EX: 1. Mike Burdette (Kaw); 2. Robby Gordon (Kaw).

125 BEG I: 1. Steve Fields (Suz); 2. Jeff Jetton (Suz); 3. Robert Briney (Hon).

125 BEG II: 1. Chuck Frederick (Hon); 2. Shawn Slayton (Suz); 3. Roger Hauptman (Yam).

125 NOV I: 1. Greg Williams (Suz); 2. Brad Fletcher (Yam); 3. Bobby McDaniel (Yam).

125 NOV II: 1. Ronny Williams (Yam); 2. Derek Nott (Hon); 3. Perrin Perez (Hon).

125 INT: 1. Gary Lacy (Hon); 2. Murray Schckelford (Cag); 3. Wafer Schaeffer (Hon).

125 PRO: 1. Mark Decker (Yam); 2. Brandon Schneider (Cag); 3. Mark Denning (Kas).

250 BEG I: 1. Bill Getzlaff (Hon); 2. Eddie Edmonds (Kaw); 3. Scott Harris (Kaw).

250 BEG II: 1. Nick Morgan (Yam); 2. Bart Carpenter (Yam); 3. Patrick Mullis (Hon).

250 NOV: 1. Cortland Brown (Hon); 2. Kon Baur (Yam); 3. Al King (Suz).

250 INT: 1. Gene Baldwin (Hon); 2. Kinney Jones (Hon); 3. Todd Cunningham (Suz).

250 PRO: 1. Keith Williamson (Yam); 2. Chris Fleming (Suz); 3. Eddy Cook (Suz).

OPEN BEG: 1. D. Welsh (Hon); 2. Craig Nelson (Yam); 3. Jon Walker (Yam).

OPEN NOV: 1. Jon Thomas (Hon); 2. Terry Woody (Hon); 3. Don Abdella (Mai).

OPEN INT: 1. Dean Wilkinson (Hon); 2. Robert Tippit (Kaw).

VETS: 1. Ted Metzger; 2. Scott Rissman (Suz); 3. Mike Norris (Suz).

Cate claims Spillway MX brass

By Jim Pluhar

SANTA MARIA, CA, JULY 15

The best racing of today's motocross race at Santa Maria's Spillway Park was in the 250cc Junior class, where Emory Cate held off Jim Diyorio of Santa Maria in two of the three motos to capture the class overall.

Diyorio looked strong in the first event, but finished third overall after stalling, then working his way up from last place to win moto one.

Cate came back to beat Diyorio in the second and third events. Mike Knapp of Goleta, a 250cc Intermediate, took the overall win by winning all three of his motos.

Kawasaki-mounted Steven Franco of Carpinteria scored three first place finishes in the 80cc Novice division to best Suzuki rider Todd Lykken and Kawasaki rider Doug De Bruhl, of Santa Maria. Lykken was second with a seven point total and DeBruhl third with eight points.

Results

80 NOV: 1. Steven Franco (Kaw); 2. Todd Lykken (Suz); 3. Doug DeBruhl (Kaw); 4. Larry Ashbrook (Kaw); 5. Jared Biely (Yam).

80 JR: 1. Jeff Orth (Kaw); 2. Torey Rolland (Kaw). 125 NOV: 1. Anthony Castro (Suz); 2. Dave Peterson (Yam).

125 JR: 1. Craig Kathary (Cag).

125 INT: 1. John Condon (Hon).

250 JR: 1. Emory Cate (Suz); 2. Jim Diyorio (Suz); 3. Jackie Smith (Suz).

250 INT: 1. Mike Knapp (KTM).

OPEN NOV: 1. Paul Prochaska (Suz).

OPEN JR: 1. William Lombard (Hon); 2. Richard Bliss (Mai).

OPEN INT: 1. Dennis Stubblefield (Hon); 2. Keith Sims (Kaw).

Head topples Granite trials win

By Ike Fleatcher

NORDEN, CA, JULY 15

Montesa-mounted Scott Head demonstrated enough finesse and talent to win the Granite trials in the Donner Summit area by three points over Kip Webb in the Expert class. The High Sierra Pacific Trials Society sanctioned the event that saw Head drop only five points, and they came in just one section. "It was one of those sections you love to hate," said Head. "You hate it because it's tricky and takes points, but you love it because it's a challenge." He continued: "I could have cleaned it, but the lady observer was distracting." Webb, however, cleaned that section twice; obviously not noticing the score girl. "That's because Kip is married," said Head.

Mark Ferguson took the Amateur twin with 54 points; five better than 53-year-old Art Webster. Webster had an excellent ride, finishing 17 points ahead of Jon Tewes.

After surviving a serious challenge by Steve Muscatell, Ken Mecerak manage to hold on and win the Senior A class with one point to spare. Muscatell only lost one point during the last loop. Returning to the scene after an 18-month layoff, Norm Salyer claimed third place, five points behind Muscatell.

Results

EX: 1. Scott Head (5); 2. Kip Webb (8); 3. Kevin Norton (13); 4. David Webster (14); 5. Mark Webster (17).

AM: 1. Mark Ferguson (54); 2. Art Webster (59); 3. Jon Tewes (66); 4. Fred Musta (71); 5. Mike Macabe (72).

NOV A: 1. Hillary Muscatell (15); 2. Jim Dana (21); 3. Ralph White (25); 4. Steve Jerko (26).

NOV B: 1. Brett Joyner (11); 2. Duke Lambert (6); 3. Dave A. Nickerson (8); 4. Steve Siler (9); 5. John Myler (9).

SR A: 1. Ken Mecerak (12); 2. Steve Muscatell (13); 3. Norm Salyer (18).

SR B: 1. Dick Hamar (48); 2. Bob Sorensen (55); 3. Allan Rams (69).

Bowman doubles at Mesa Marin SX

By Ron Kilgore

BAKERSFIELD, CA, JULY 13

Suzuki pilot Gary Bowman rode to two convincing victories in tonight's supercross event at Mesa Marin Speedway to take his share of the \$2000 purse. In winning the 125 and 250cc Pro contests, Bowman had to deal with 100-degree temperatures stemming from a nearby brush fire. Bowman crashed early in the 125cc race, but regained the composure needed to take the win.

Greg Torgerson took his Honda Support CR500R to the top of the heap in 500cc Pro competition, followed by Northridge's Russ Wageman.

The heat took its toll on the Vet Expert class, as Jim O'Neal was the only finisher out of a field of five.

Ricky Pierce managed a second place finish to Pasadena's Guy Giffin in the 250cc Intermediate class, then went home with a \$50 bonus for winning the wheelie contest. Pierce was the only rider to successfully negotiate the three-foot jump on the rear wheel of his Suzuki.

Results

500 PRO: 1. Greg Torgerson (Hon); 2. Russ Wageman (Yam); 3. Shawn Davis (KTM).

250 PRO: 1. Gary Bowman (Suz); 2. Gordon Ward (Hon); 3. Ron Turner (Cag).

125 PRO: 1. Gary Bowman (Suz); 2. Jon Nelson (Yam); 3. Andy Ellis (Suz).

500 INT: 1. Darin Lundquist (Hon); 2. Calvin Bakos (Hon); 3. Roland Bailey (Yam).

250 INT: 1. Guy Giffin (Hon); 2. Ricky Pierce (Suz); 3. Mike Hawks (Yam).

125 INT: 1. Bryan Nelson (Kaw); 2. Alan Pierce (Kaw); 3. Mick Elsberry (Suz).

VET EX: 1. Jim O'Neal (Hon).

Fox, Daily, Earle fast at Albany SX

By Clay Light

ALBANY, OR, JULY 15

Team Green's Jeff Daily rode his KX80 to wire-to-wire wins in the 80cc class, as well as obliterating the Open GP class beating AMA Pro Richard Earle, who crashed and worked from last. Earle and Bryan Reader split Open moto wins, but it was David Fox taking both 250cc Intermediate/Open class motos for total domination of the classes.

Daily waltzed away from the 80cc competition leaving second-placed Mike Johnson (Yam) in the dust. Johnson put a large gap between himself and John Feeley (Kaw). Chris Patterson and Roby Leach (Yam) produced the only battle during the moto that Daily topped easily.

Daily came back to put his Sinisalo/Scott KX into the lead in moto two and rode in a manner untouchable; breezing for the overall. Johnson's 2-2 and Feeley's 3-3 also netted the brass in the overall category.

Ron Robinson (Hon) crashed during the 125cc Intermediate motos but ended up topping both motos due to valiant come-from-behind rides. Robinson held off early leader Devin Ott (Kaw) in both motos.

Earle shot off the line to lead the Open Pro/250cc Intermediate moto but bailed off amidst the limelight and put second-placed Gary Bever (Yam) into the lead, until he too bit the big one and handed the lead to third-placed Bryan Reader (Yam). Reader also dropped it off one of the many Supercross jumps, which put Fox into the lead over Kelly Whelchel

PHOTO BY KAREN ROSEN



Montesa rider Scott Head outscored Kip Webb to take the Expert class win at the Granite trials in Norden, California.

(Kaw), Wade Anton (Yam), Wayne Church (Kaw) and Earle. Earle got off dead last, but late in the moto, he had caught all but Fox and Whelchel, which would be the finish order.

Moto two had Earle, Bever and Reader lead, but a pile-up took out Earle, Whelchel and Church. When the dust cleared, it was Anton's RW Racing YZ in the lead ahead of first-moto winner Fox. Earle again worked from last to mid-pack by the half. Anton and Fox put on the best display of warfare of the day and swapped leads, until Fox took it for good to beat a tiring Anton, Reader, Earle and Church.

A special Open GP was held immediately after the final moto of the day, which was the Open/250 contest. Bill Jenks (Mai) roosted off the line to lead the dead engine-started race, while Earle started once again in last after failing to boot his N-D/Bel-Ray/Seer/LOP CR500 to life. Jenks was faced with one problem though — twelve-year-old Daily, on his Kawasaki support ride, was tearing up the track looking for a line around the 500cc Maico. Daily gained enough ground off "Leach's Lump" to sail into the lead. Alan Rogers (Hon 500), Randy King (Yam) and Earle held down top five positions on lap eight of the ten-lap race. Earle picked off King, Rogers and Jenks to settle into second behind Daily, and possibly would have caught the Kawasaki 80cc pilot with an extra lap. Daily jubilantly took the win beating resident Rogers.

Results

OPEN GP: 1. Jeff Daily (Kaw); 2. Richard Earle (Hon); 3. Alan Rogers (Hon).

OPEN PRO/INT: 1. Richard Earle (Hon); 2. Bryan Reader (Yam); 3. Gary Bever (Yam).

250 INT: 1. David Fox (Suz); 2. Wade Anton (Yam); 3. Wayne Church (Kaw).

125 INT: 1. Ron Robinson (Hon); 2. Devin Ott (Kaw); 3. Kris Correll (Hon).

250 JR: 1. Ron Hall (Hon); 2. Alan Rogers (Hon); 3. Terry Brillion (Hon).

125 JR: 1. Randy King (Yam); 2. Randy Weins (Yam); 3. Dan Summerlin (Hon).

80: 1. Jeff Daily (Kaw); 2. Mike Johnson (Yam); 3. John Feeley (Kaw).

60: 1. Chris Patterson (Hon); 2. Roby Leach (Yam); 3. Travis Brillion (Hon).

125 BEG: 1. Mark Johnson (Yam); 2. Pat Munyon (Yam); 3. Jim Hoffman (Hon).

250 BEG: 1. Mike Grogan (Yam); 2. Chris Link (Yam).

OT: 1. Steve Sorensen (Hon); 2. Vic Church (Yam).

PP: 1. Dianna Holbrook (Hus); 2. (Kaw) 3. (Kaw) 4. (Kaw) 5. (Kaw) 6. (Kaw) 7. (Kaw) 8. (Kaw) 9. (Kaw) 10. (Kaw) 11. (Kaw) 12. (Kaw) 13. (Kaw) 14. (Kaw) 15. (Kaw) 16. (Kaw) 17. (Kaw) 18. (Kaw) 19. (Kaw) 20. (Kaw) 21. (Kaw) 22. (Kaw) 23. (Kaw) 24. (Kaw) 25. (Kaw) 26. (Kaw) 27. (Kaw) 28. (Kaw) 29. (Kaw) 30. (Kaw) 31. (Kaw) 32. (Kaw) 33. (Kaw) 34. (Kaw) 35. (Kaw) 36. (Kaw) 37. (Kaw) 38. (Kaw) 39. (Kaw) 40. (Kaw) 41. (Kaw) 42. (Kaw) 43. (Kaw) 44. (Kaw) 45. (Kaw) 46. (Kaw) 47. (Kaw) 48. (Kaw) 49. (Kaw) 50. (Kaw) 51. (Kaw) 52. (Kaw) 53. (Kaw) 54. (Kaw) 55. (Kaw) 56. (Kaw) 57. (Kaw) 58. (Kaw) 59. (Kaw) 60. (Kaw) 61. (Kaw) 62. (Kaw) 63. (Kaw) 64. (Kaw) 65. (Kaw) 66. (Kaw) 67. (Kaw) 68. (Kaw) 69. (Kaw) 70. (Kaw) 71. (Kaw) 72. (Kaw) 73. (Kaw) 74. (Kaw) 75. (Kaw) 76. (Kaw) 77. (Kaw) 78. (Kaw) 79. (Kaw) 80. (Kaw) 81. (Kaw) 82. (Kaw) 83. (Kaw) 84. (Kaw) 85. (Kaw) 86. (Kaw) 87. (Kaw) 88. (Kaw) 89. (Kaw) 90. (Kaw) 91. (Kaw) 92. (Kaw) 93. (Kaw) 94. (Kaw) 95. (Kaw) 96. (Kaw) 97. (Kaw) 98. (Kaw) 99. (Kaw) 100. (Kaw)

Stacey "Cooks" in Colorado MX

By Larry Johnson

LAKEWOOD, CO, JULY 15

Stacey Cook was the highlight of today's action as he won both 125cc Pro motos. After following Brian Binkley out of the gate in moto one, he quickly took the lead and stretched it to a comfortable win over Tim Buchli and Binkley.

While Binkley was grabbing another holeshot in moto two, Cook was mired in 25th spot. Binkley relinquished the lead to Matt Lindsey on lap three, while Cook was already up to eighth. Within four laps, Cook was fourth — only seven seconds behind Lindsey. Three circuits later he was on Lindsey's tail, and the two riders dived for the final two rounds. Cook made his move at the flag, nipping Lindsey by inches.

After Randy Warren beat Albert Firestone in their last 250cc Pro outing, it was a foregone conclusion who would win today; Firestone does not like to lose. He stole both holeshots and never looked back. If he had, he would have seen Dave Newell instead of Warren. Newell followed Firestone across the finish line both rounds in front of Warren.

The cream rose to the top in the 80cc Expert class. Brant McCoy and Darren DeLoach, the top two contenders for the state championship, finished one-two respectively. McCoy chased Derek Brown the entire first moto before zapping him for the win on the final lap.

The second round was a private battle between the two hotshoes. McCoy was on top for the first four laps before succumbing to DeLoach, but regained the lead two laps later. DeLoach went back around McCoy on the next circuit and kept the lead to the finish.

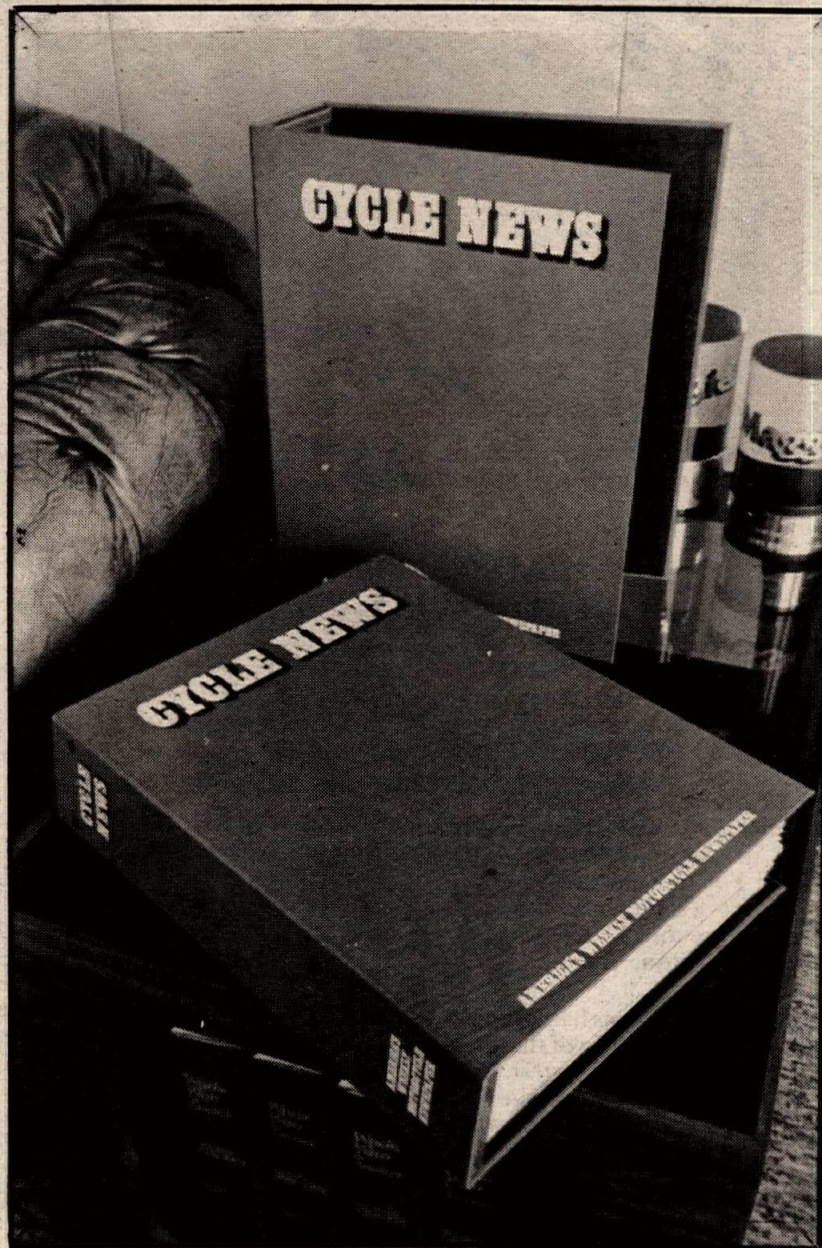
Results

60 NOV: 1. Brian Alexander (Kaw); 2. Jake Davis (Kaw); 3. Des Pihl (Kaw).

60 AM: 1. Shawn Morgan (Kaw); 2. Rick Furman (Kaw).

80 NOV #1: 1. Boyd Chambers (Yam); 2. Duane Smith (Yam); 3. Jeff Hopkins (Kaw).

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80 NOV #2: 1. Mike Koskovich (Kaw); 2. David Beavers (Hon); 3. R.D. Wisby (Yam).
80 AM: 1. Scott Fulcher (Kaw); 2. Brian Hopkins (Kaw); 3. Robert Revoir (Kaw).
80 EX: 1. Brant McCoy (Yam); 2. Darren DeLoach (Kaw); 3. Andy Atkins (Yam).
125 NOV: 1. Daniel Reed (Yam); 2. Jeff Slaymaker (Yam); 3. Kent Kalcevic (Hon).
125 AM: 1. John Harrison (Kaw); 2. Scott Anderson (KTM); 3. Don Anderson (Kaw).
125 PRO: 1. Stacey Cook (Kaw); 2. Brian Binkley (Kaw); 3. Tim Buchli (Yam).
250 NOV: 1. Dennis Durmas (Hon); 2. Steve Walker (Suz); 3. John Agnes (Yam).
250 AM: 1. Steve Caple (Suz); 2. Marvin Rosenkrans (Hon); 3. Doug Vickery (Yam).
250 PRO: 1. Albert Firestone (Yam); 2. Dave Newell (Hon); 3. Randy Warren (Hon).

Armendariz' 1-2 equals victory at Little Okie

By Trudi W. Lohne

MADERA, CA, JULY 15

The spectators who braved temperatures in the high 90's, viewed an excellent night of racing at Little Okie. Every moto was action packed and exciting, but the most exciting race was the 10th race: Open, 250cc, 125cc Intermediates, and an Open Pro rider. A total of 16 racers.

Henry Armendariz (250 Int.) took a fourth-place start in the first moto, but moved out in front of the pack after the first turn. His only threat was 250 Int. rider Dan Hannah, who was behind the Open Pro rider Tim Dias. Armendariz rode his Suzuki consistently, clearing the doubles every lap and taking the inside lines throughout the moto to win.

The second moto was a different story, though. Armendariz got the holeshot, but halfway through the first lap, he was passed by Aaron Pipes (Open Int.). Armendariz was being tailed by Honda-mounted Pat Sparks (250 Int.). While completing the seventh lap, Pipes stalled his Honda at a turn, so Armendariz and Sparks rode right past. Now the heat was on — Armendariz did not jump the doubles on the eighth lap, but Sparks did. Sparks then took the outside line to get past Armendariz just feet from the finish line. Armendariz took second but won the overall with this 1-2 moto scores.

Results

80
9-11 NOV: 1. Titus Smith; 2. Justin Ownbey; 3. Turon Farley.
9-11 JR: 1. Mike Brewer; 2. Brian Gouveia.
9-11 INT: 1. Todd O'Rear.
12-16 NOV: 1. Bobby Blevins; 2. Murphy Heins; 3. Monty Ownbey.
12-16 JR: 1. Alan Gilbert; 2. Derrick Coy; 3. Bones McCarty.
12-16 INT: 1. Mike Bitner; 2. John Culywell.
60: 1. Brian Gouveia; 2. Bob McPhearson; 3. Dezeraye Blackburn.
125 NOV: 1. Darin Priscoll; 2. Robbie Stanford; 3. Robbie Thornton.
125 JR: 1. Doug Hulse; 2. Kevin McCarty; 3. Roger Dennis.
125 INT: 1. Ty Earl; 2. Tracy Knight; 3. Doug Belcher.
250 NOV: 1. Doug Bauham; 2. Robbie Toler; 3. Don Simone.
250 JR: 1. Greg Hunter; 2. Brad Huffer; 3. Ken Shirley.
250 INT: 1. Henry Armendariz; 2. Darrel Edwards; 3. Pat Sparks.
VET JR: 1. Greg Grouleff; 2. Steve Burfors; 3. Linda Smart.
OT: 1. Bill Newman; 2. Ronald Ramont Sr.; 3. Gary Trower.
OPEN INT: 1. Aaron Pipes; 2. Gary Wilson; 3. Dave Hasaka.
OPEN PRO: 1. Tim Dias.

Baker, Cook take Interstate bread

By Tim Tolleson

OKLAHOMA CITY, OK, JULY 18

Chan Baker and Scott Cook fed the Experts some sand as they traded notes on how to make a Honda CR500 fly. In the best Expert action in recent memory — the two traded hard-fought 1-2 finishes with Baker emerging with the winning combination.

Cook grabbed the holeshot in moto one over Honda-mounted Alvin Myers

and Kawasaki rider Jim Cone, while Baker was mired in the pack. Cook tried to build a cushion on the Myers/Cone battle, and Baker moved up to fourth by the end of lap two. For the next two laps, the battle was a four-way affair, with Cook holding off Myers, who was under intense pressure from Cone and Baker. By the fifth lap, Cook had managed to gain a second on the Myers/Cone/Baker freight train. Myers bobbled on lap six and both Cone and Baker capitalized on the mistake. By the time Baker dispatched Cone, Cook was too far out front for him to reel in. The moto ended with Cook in front, over Baker, Cone and Myers.

Baker gathered the holeshot in the second moto over Cook, Cone and Myers. Cone crashed hard and remounted in last as Cook latched onto Baker. The two Honda aces left the pack behind as they battled for advantage. The duel was dead-even to the end, as Baker countered every move Cook tried. Myers finished third for third overall, and Baker took the overall on the tie breaker.

In amateur action, "Marvelous" Marvin Cox roosted his CR480/500 hybrid to 1-1 finishes in the Open Combined class. In the first moto, Suzuki pilot Tim Eubanks got the holeshot over Cox and Honda-mounted Luther Lowman. Cox quickly displaced Eubanks and steadily pulled away. Lowman crashed and Mike Morris took over third on his YZ490. The moto ended with Cox winning over Eubanks, Morris and Lowman.

In moto two Cox had to work his way through the pack after suffering a mid-pack start. Lowman and Eubanks fought for the lead while Cox reeled them in. By the fourth lap Cox had slipped into second behind a surprised Lowman. Cox set him up, then got a better drive off the fourth jump to literally sail past Lowman for the lead. Cox held on for the win over Lowman, who earned third overall with 4-2 finishes, and Eubanks, who took home second overall.

Results

MINI: 1. Scotty Finkenstaedt (Kaw); 2. Brett Bowles (Kaw); 3. Jeff Duman (Kaw).
125: 1. Kenny Reynard (Kaw); 2. Joel Farrow (Hon); 3. Todd Cannon (Hus).
OPEN: 1. Marvin Cox (Hon); 2. Tim Eubanks (Suz); 3. Luther Lowman (Hon).
EX: 1. Chan Baker (Hon); 2. Scott Cook (Hon); 3. Alvin Myers (Hon).

O'Donnell dominates Sunrise D-37 MX

By Charleen Ho

ADELANTO, CA, JULY 15

Sunrise Valley Cycle Park took on the raw edge of summer as the clouds filtered the intense sun rays for Doug O'Donnell's Pro win. Doug gave the D-37 Pros quite a show as he commanded his Suzuki with aggressiveness, persuasiveness and consistency.

Moto one for the Pros and Intermediates featured Tony Bienert (125cc Pro) grabbing the holeshot on his white lightening KTM. John Ray (250cc Pro), Doug O'Donnell (125cc Pro) and Nicky Pounds (125cc Int) placed the stress test on second place as Bob Ashleigh (500cc Pro) as Ronnie Gibson (500cc Pro) and Tod Sciacqua (125cc Pro) went tooth and nail through the first turn. Ray made the first move as he dove past Bienert up and over the table top. Then, O'Donnell slid past Bienert through the right-hand sweeper. Bienert maintained his position at this point as Pounds, Ashleigh, Gibson and Sciacqua pursued him. Ray and O'Donnell started to pull away from the pack just as Pounds made his move

on Bienert. Ashleigh and Gibson were pressured by Jason Colbaugh (250cc Int). With the heat increasing and the pressure more intense, O'Donnell made his move on Ray to obtain the numero uno position. Ray did not let up as Pounds, Bienert and Gibson were some distance behind. Ashleigh and Colbaugh put on quite a show with Colbaugh exerting more aggressiveness and a cleaner line gaining him the preferential position. At the checkers it was O'Donnell and Ray with Pounds, Bienert, Gibson and Colbaugh in sight. Ashleigh, Apeick and Sciacqua rounded the top runners. Moto two brought out the fittest as the sun was overhead and taking its toll. Ray broke through the first turn with O'Donnell close at hand. Robert Barnum (125cc Pro) surfaced in front of Pounds, Bienert, Gibson, Ashleigh and Sciacqua. O'Donnell impressively bounced off the tip of each stadium double on his Suzuki to take over Ray's dominion. Ray was pushing his Suzuki to the max as Bienert and Pounds swept past Barnum. Gibson, Ashleigh, Colbaugh and Sciacqua kept close company. Pro Circuit rider O'Donnell was pumped as he set his quick, smooth pace in front of Ray. Bienert, Pounds and Gibson set a distance on Barnum while Ashleigh, Colbaugh and Sciacqua diced it out. Sciacqua succumbed to mechanical failures as he dropped back. The flavor was established as O'Donnell and Ray topped the Pros with style and grace as each lap progressed. There was no doubt in U.S. Suzuki's Technical Advisor's (Bob Elliott) eyes that Doug O'Donnell had mastered the R & D motorcycle with class and distinction. For Ray it meant more intense training and competition. At the finish top honors were awarded to O'Donnell, Ray, Pounds, Bienert and Gibson with Barnum, Colbaugh and Ashleigh side-by-side.

Results

MINI BEG: 1. John Edwards; 2. Cole Gress; 3. Travis Jefferson.
MINI NOV: 1. Brian Sanchez.
MINI EX: 1. Nicky Pounds.
WOMEN: 1. Charleen Ho; 2. Sherry Von Lwery; 3. Lisa Peterson.
125 BEG: 1. Bob Graver; 2. Steve McClaskey; 3. Jeff Cochran.
125 NOV: 1. John Holmes; 2. Derek Parsons; 3. Ricky Sieman.
125 INT: 1. Nicky Pounds; 2. Sean Haworth.
125 PRO: 1. Doug Donnell; 2. Tony Bienert; 3. Robert Barnum.
250 BEG: 1. Mike Peterson; 2. Domingo Duran.
250 INT: 1. Jason Colbaugh.
250 PRO: 1. John Ray; 2. Gerry Lattimer.
500 NOV: 1. James Brown; 2. Rod Lowe; 3. Jason Colbaugh.
500 INT: 1. Louis Apeick.
500 PRO: 1. Ronnie Gibson; 2. Bob Ashleigh; 3. Louis Apeick.
VET EX: 1. Sam Groce; 2. Alan Gerkey.
VET SR: 1. Rick Sieman; 2. Jim Larnihan.

Grouleff, Newman win at Little Okie

By Beverly McCrory

MADERA, CA, JULY 14

Series race number three at Little Okie gave Greg Grouleff first in the Vet Junior class and Bill Newman a first in the Old Timers Junior class.

The Vets started off the first moto followed by a second wave of Old Timers. Vet Grouleff led his class, followed by Steve Burford. Dennis Watson had the holeshot in the OT class over Ron Ramon Sr. and Marsh Runyon.

After the first three laps, Grouleff left the pack to motor on and win his moto. Burford came in to take second.

The OT class was taking on a different look as a Maico came charging from behind to take riders by surprise. Gary Trower, a multi-time Little Okie series winner, was out to prove his worth. Newman was not far behind and moving in. Ramont didn't count on these two coming from the

back of the pack, and watched in disbelief as the pair soared past him. Trower then took the lead over Newman, but on the last lap, Newman stuffed Trower for the win. Ramont ended up in third. Moto two was a repeat as Grouleff went on to take a first, Burford second.

The second moto for the OT class had Newman out in front followed by Jim McCracken — who netted a sixth in the first moto — and Ramont, in third. McCracken whipped by Newman to take the lead, and the positions didn't change for the rest of the moto. McCracken took the checkered to net a fourth place finish overall. Newman's second was good for first overall, while Ramont got third, third overall.

Results

PEE WEE 50: 1. Bob McPhearson (Ira); 2. Corena Cox (Yam); 3. Jeffery McCrory (Yam).
50 PLUS: 1. John McCracken (Kaw).
60: 1. Brian Gouveia (Kaw); 2. Bob McPhearson (Yam); 3. Delia Cox (Yam).
80 NOV 9-11: 1. Titus Smith (Hon); 2. Justin Ownbey (Suz); 3. Tyrone Farley (Suz).
80 INT 9-11: 1. Todd O'Rear (Hon).
80 JR 9-11: 1. Mike Brewer (Kaw); 2. Brian Gouveia (Suz).
80 NOV 12-16: 1. Bobby Blevins (Yam); 2. Monty Ownbey (Kaw); 3. Murphy Heinsohn (Kaw).
80 JR 12-16: 1. Alan Gilbert (Yam); 2. Derrick Cox (Suz); 3. Bones McCrory (Yam).
80 INT 12-16: 1. Mike Bitner (Yam); 2. John Culwell (Kaw).
125 NOV: 1. Darin Driscoll (Suz); 2. Robbie Sanford (Kaw); 3. Ronnie Thornton (Yam).
125 JR: 1. Doug Hulsey (Jon); 2. Kevin McCrory (Suz); 3. Roger Dennis (Kaw).
125 INT: 1. Ty Earl (Yam); 2. Tracy Knight (Yam); 3. Doug Belcher (Suz).
250 NOV: 1. Doug Bayham (Hon); 2. Robbie Toler (Yam); 3. Don Simone (Kaw).
250 JR: 1. Greg Hunter (Hon); 2. Brad Huffer (Suz); 3. Ken Shirley (Suz).
250 INT: 1. Henry Armendariz (Suz); 2. Darrell Edwards (Suz); 3. Pat Sparks (Hon).
OPEN NOV: 1. Ron Ramont (Hon); 2. William Van Pragg (Yam); 3. Chip Vig (Hon).
OPEN JR: 1. Mike Hulsey (Hon); 2. Doug Menefee (Hon); 3. Bill Summers (Hon).
OPEN INT: 1. Aaron Pipes (Hon); 2. Gary Wilson (Hon); 3. Dave Hosaka (Hon).
VET JR: 1. Greg Grouleff (Hon); 2. Steve Burford; 3. Linda Smart (Yam).
OT JR: 1. Bill Newman (Hon); 2. Ronald Raymond Sr. (Hon); 3. Gary Trower (Mai).

Ricks takes six at Swan

By Gary Willer

TYLER, TX, JULY 15

Jack Ricks, Team Green and LCS Racing Products-sponsored, struck gold in three of four classes at Swan MX today.

The savvy Stuttgart, Arkansas rider romped through the Mini-Mini, 80cc Junior and 80cc Stock wars for six wire-to-wire victories.

Ricks miniced the Mini-Minis, hogging both holeshots and holding off the competition in somewhat toying fashion. Jody North ran second in the first moto with Willy Bowden third. Bowden beat North to the checkers in the second contest for runnerup overall.

"Fast Jack" took on the 80cc Juniors like a hot knife through butter. Ricks was first through turn one both motos; again the closest competitors were North and Bowden. However, this time North prevailed in the second slot.

Ricks went to work on the 80cc Stock flock and soared, with both holeshots and wire-to-wire runs. Harlon Willoughby was good enough for two seconds, as he fought off Mesquite's Stephen "Shorty" Jones in both contests.

In the 80cc Senior battle Willoughby, celebrating his 15th birthday, was the fastest around in both encounters. Willoughby wired the first moto taking the measure of Ricks and Jones. At the second moto onset Jones was out front with Willoughby and Ricks in close combat. About half-way into the race Ricks' clutch caused him to crash. Willoughby went on to the win ahead of Jones who was followed by Ricks.

Jason Jessup 125cc Intermediate

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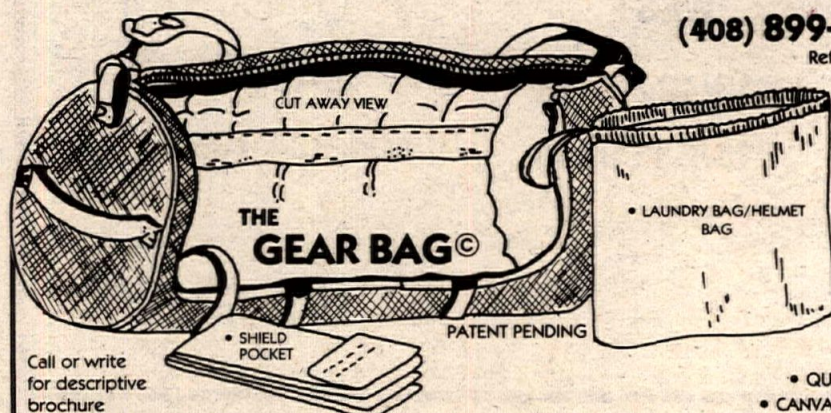
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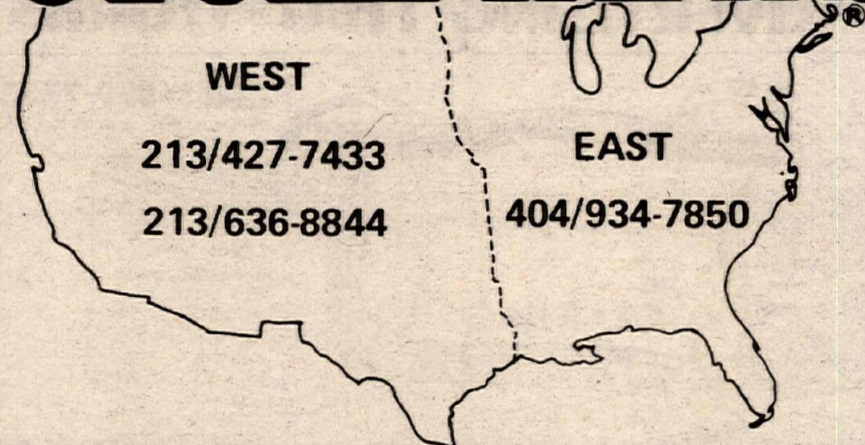
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Merv Murray finished second in the Open A class at the CRC Hoot Owl night enduro at Red Mountain.

was on his way to embarrassing the 125cc Experts when a too-close encounter with a stack of tires put the talented Tyler rider out of moto two. Severe pain to his throttle wrist sent him to the pits. Jessup upstaged the Experts earlier by walking away with the combined 125cc Int./Exp. first-moto victory. Willoughby was the second Intermediate ahead of Nacodoches resident Ray Burgess. Expert Bo Stegall, worked into second overall. Trailing Stegall was Pro Stuart McAvoy.

After Jessup's departure in the second Stanza, John Lowry was in front of the Intermediate field and took the first-in-class behind overall winner Stegall. Stegall cashed in on the Pro purse. Willoughby's two second-place finishes earned him another birthday present, adding the Intermediate crown to his Senior Championship success. Lowry finished 4-1 for second overall. Burgess going 3-3 garnered third.

Results

60: 1. Jack Ricks (Kaw); 2. Willy Bowden (Kaw); 3. Jody North (Hon).
50: 1. Matt Edwards (YZ); 2. John Mason (YZ).
80JR: 1. Jack Ricks (Kaw); 2. Jody North (Hon); 3. Willy Bowden (Kaw).
80 STK: 1. Jack Ricks (Kaw); 2. Harlon Willoughby (Yam); 3. Shorty Jones (Kaw).
80 SR: 1. Harlon Willoughby (Kaw); 2. Shorty Jones (Kaw); 3. Jack Ricks (Kaw).
BEG: 1. Donnie Hammett (Kaw); 2. Rick Myers (Hon); 3. John Wise (Yam).
125 NOV: 1. Kevin Williams (Hon); 2. Lance Hammond (Hon); 3. Joe Houser (Hon).
250 NOV: 1. Shayne Brightwell (Hon); 2. Steve Dodd (Hon); 3. Mike Moore (Kaw).
125 INT: 1. Harlon Willoughby (Kaw); 2. John Lowrey (Hon); 3. Ray Burgess (Hon).
250 INT: 1. Paul York (Hon); 2. John Lowrey (Hon); 3. Greg Dust (Hon).

Shaw shines at Hillside TT

By M. Orr

BOYD, TX, JULY 14

Bobby Shaw again showed everyone how it was done as he took his ninth straight win in the 250cc Junior TT races at

Hillside Raceway in Boyd, Texas.

Shaw, sponsored by Northeast Suzuki, where he also tunes and maintains his own bikes, is not only the leader in the 250cc Junior class, but also in the 125cc and Open Junior TT classes. He chalked-up wins in both of these classes.

Shaw took the win in the first 250cc Junior TT heat ahead of Marty Strickland and Jamie Harris. The second heat went to Rodney Young, who was followed by Mike George and Ed Meyer.

George got the holeshot in the main, with Young leading Shaw and Harris out of the first corner. Shaw shot off the jump to land in the lead and once more left the field behind. George and Young duelled for second, with George coming out on top, while Young led fourth place Harris. Switzer finished in fifth place.

After racing only two years, Shaw attended his first Amateur National a week ago, where he won all three TT classes he entered, then placed fifth in his first race on a quarter mile.

Another rider running hot at Hillside is Mike Hale, with his seventh consecutive win in the 125cc short track class. Hale, on a Texas Honda/Yamaha and Jemco Pipes-sponsored Yamaha, won his heat ahead of Trace Polson and Chad McCracken. McCracken led Hale and Polson out of the number two corner on lap one, but Hale took the lead on the inside going down the back straight. On lap three, McCracken slid off the groove in the number four corner and Polson stayed on the pole to take over second place, while McCracken ended up in third.

Results

SHORT TRACK

TROPHY DASH: 1. Scott Scherb (Hon); 2. Willie McCoy (Hon); 3. Alan Powers (Yam).
50: 1. Joe Gilbert Jr. (Yam); 2. Trey Glasco (Yam); 3. Chris Reynolds (Hon).
80 SR: 1. Chad McCracken (Yam); 2. Mike Hale (Yam); 3. Greg Teague (Yam).
125: 1. Mike Hale (Yam); 2. Trace Polson (Hon); 3. Chad McCracken (Yam).
250 JR: 1. Willie McCoy (Hon); 2. Alan Powers (Yam); 3. Tim Sanderson (Hon).
250 SR: 1. Scott Scherb (Hon); 2. Terry Newman

(Hon).
 OPEN JR: 1. Alan Powers (Yam).
 OPEN SR: 1. Scott Scherb (Hon); 2. Terry Newman (Hon); 3. Jimmy Tarleton (Kaw).
 TT
 MINI PRO: 1. Clayton Hull (Suz); 2. Willie McCoy (Kaw); 3. Bill Richards Jr. (Hon).
 OVER 30: 1. Harry Rardin (Hon); 2. J.C. Dill (KTM); 3. Mike McCreary (Suz).
 4-STROKE: 1. Dale Brooks (Hon); 2. Jeff Kauffman (Hon); 3. Bill Richards Sr. (Hon).
 50: 1. Joe Gilbert Jr. (Yam); 2. Chris Reynolds (Hon); 3. Trey Glasco (Yam).
 60: 1. Heath Kirkland (Kaw); 2. Eddie Dickerson (Kaw); 3. Tim Kay (Hon).
 80 JR: 1. Heath Kirkland (Yam); 2. Chad McCracken (Yam); 3. Michael Brown (Hon).
 80 SR: 1. Mike Hale (Yam); 2. Clayton Hull (Suz); 3. Rodney Dickerson (Kaw).
 125: 1. Bobby Shaw (Suz); 2. Ed Meyer (Suz); 3. J.R. Lee (Yam).
 250 JR: 1. Bobby Shaw (Suz); 2. Mike George (Hon); 3. Rodney Young (Mai).
 OPEN: 1. Bobby Shaw (Suz); 2. Scott Scherb (Suz); 3. Kirk Tyer (Yam).

Pretzer shines at CRC Hoot Owl Night Enduro

By Sylvester Bogard

RED MOUNTAIN, CA, JULY 7
 Granada Yamaha owner Randy Pretzer didn't ride the California Racing Club's June enduro because he took time off to get married, but figured the honeymoon was over and came out and rode the second annual CRC Hoot Owl Night Enduro and won it for the second year in a row. Night vision must agree with Randy as the IT490 rider edge out KTM rider Scott Sampson by just four seconds.

Over 200 riders braved the darkness to try and beat the heat by running the event at night. The usual vast assortment of lighting equipment was present: Some bright enough to melt the rider in front and some not even adequate to see the trail. Big quartz lights seemed to be the favorite of the riders who were serious.

CRC's Larry Langley tried to lay out a fairly easy course which used a lot of roads but still was interesting. At night even a fireroad is interesting. Daytime temperatures reached 117 degrees, making for brutal work hours for the layout crew. They had to work early in the morning, late in the afternoon and even at night to avoid the heat. This year CRC used white ribbon and white arrows donated by Duralube for better nighttime visibility.

Seventeen riders zeroed the course but four tiebreaker checks kept the zero scores separated with only one tie score. The first riders left the start at 9:01 and promptly hit the first check right at 3.0 miles, just past the odometer check which was located at 2.9. A lot of riders were surprised including number one Senior rider Harry Keast who hit it a minute early. Another surprise; the second check was located just three miles up the trail leading to another bunch of early arrivals and howls of anguish in the night.

CRC didn't expect any Mini riders to enter since most of the minis weren't equipped for lights, but CRC number one Mini rider Scott Jacobsen (Suz) showed up with a battery-powered spotlight taped onto his front fender. As it turned out, the spotlight was not much help so his dad, John Jacobsen, rode most of the loop behind him to provide light for him. Scott did well, dropping just one point to win the Mini class but was edged out of the overall one-loop win when David Dunn rode his three-wheeler to a one-point ride for the honors beating Jacobsen by 21 seconds. This was the first event that a three-wheeler has taken overall honors. Julie Duffek took third overall, first 200cc C Woman in a fine ride. Some good stories were heard: Ed

Butler says he saw some taillights ahead but they turned out to be checkers with red flashlights; "Very sneaky," lamented Butler as the check nailed him for being a minute early. Checks were easy to hide at night, especially around a bend or over a hill.

First B rider was Ron Silva, dropping 1.77 points in at 19th overall. Not far behind was first C rider Mike Chrisman losing just 1.89 points at 22nd overall.

Results

1. Randy Pretzer (0.06); 2. Scott Sampson (0.10); 3. John Burkhardt (0.13); 4. Dave Thornberry (0.14); 5. Randy Kemp (0.26); 6. Kem Park (0.28); 7. Martin Blais (0.31); 8. Jim Townsend (0.34); 9. John Jacobsen (0.34); 10. Robb Mesecher (0.36); 11. Wayne Stanfield (0.38); 12. Phil Williams (0.50); 13. Todd Cornish (0.55); 14. (TIE) Jack Labrum/-Dave Chase (0.58); 16. Skip Cristy (0.68); 17. Gary Garner (0.73); 18. Chris Reyes (1.50); 19. Ronald Silva (1.77); 20. Scott Taggart (1.78).

Green, Zirbel smoke Sidewinders TT

By Clay Light

CLACKAMAS, OR, JULY 13

Randy Green once again gunned-down the Experts' 15-lap shootout at Sidewinders AMA Professional TT. Green's Hi-Point/N-D/Bel-Ray/Simpson/Pro-Fuel/Honda Support 500 did a number on Mickey Fay and Frank Word III (Adams Cycle Triumph) to breeze to the win. Marty Zirbel (Chaney's Auto/Lou Kinish/Yamaha) blew away the Novice main.

Clay Clark's C&C Racing Yamaha led the opening moments of the 10-lap Novice main, with Zirbel second. Californian Ted Taylor (C-A) and Pat McBride (Hon) represented the heat winners in the top four. Zirbel closed in at a blistering pace to join Clark for a two-way battle for the lead. Zirbel overtook Clark late in the race, while Randy Roose got McBride and Taylor to settle into third a distance behind the "dynamic duo" of Zirbel and Clark, who finished first and second at the flag. Roose pulled out from fourth placed McBride and Eschwig, who finished fifth.

Fay led the Experts' 15-lap main over Word, Green, Sullivan and Larry Legarra (Tri), who were all bunched-up in a five-way fight for first place loot coming down the hill. Green rode the high line to steal the lead from Fay and cruise into what would be a lonely lead. Green has been the most consistent Expert all season and proved it again tonight by burying the competition early in the main.

Fay and Word had their own private war going on behind Green, who used lappers to put more ground on second-placed Fay. Behind Fay and Word rode Legarra, Sullivan, Jeff McDaniel (Rtx) and Brett Barkman (KTM). Sullivan dropped out and McDaniel faded back, which moved Thomas McCullough into the hunt on Dan Bennett's Honda 600. Only Barkman blazed through traffic to settle his Hi-Point/Lillie KTM into fourth behind Word. Green got another win to extend his streak in the Northwest, beating Fay, Word, Barkman and Legarra.

The race started and ended on a sad note due to the death of long time club member/starter Ray Celorie, father of Experts Jeff and Ken Celorie. All our condolences go to the Celorie family.

Results

EX MAIN: 1. Randy Green (Hon); 2. Mickey Fay (W-R); 3. Frank Word III (Tri); 4. Brett Barkman (KTM); 5. Larry Legarra (Tri).
 JR MAIN: 1. Ryan Fisher (Rtx); 2. Brian McGonigal (KTM); 3. Mike Lawrence (Hon); 4. John Mattocks (Hon); 5. Frank Crane Jr. (Hon).
 NOV MAIN: 1. Marty Zirbel (Yam); 2. Clay Clark (Yam); 3. Randy Roose (Hon); 4. Pat McBride (Hon); 5. Al Eschwig (Hon).

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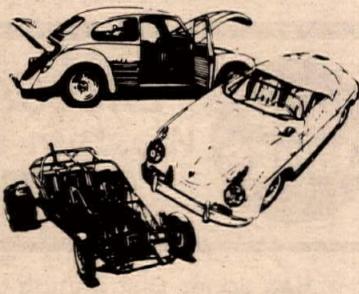
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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP
EVENTS

1984

Grand National
Camel Pro Series

8/3	TT/Hinsdale, IL
8/4	RR/Pocono, PA
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/19-20	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler
Supercross Series

9/29	Sacramento, CA
10/20	Oakland, CA
11/3	Los Angeles, CA

AMA/Bel-Ray
Motocross Series

8/5	Millville, MN
8/12	Denver, CO
8/19	Washougal, WA

AMA Superbike
Championship
Series

8/11-12*	Portland, OR
8/18-19	Sonoma, CA
9/1-2	Brainerd, MN
9/8-9	Kent, WA
9/15-16*	Rosamond, CA
9/29-30	Lexington, OH
11/3-4*	Daytona Beach, FL

*Pro-Am event

WERA National
Endurance Road
Race Series

9/1	Woodbine, NJ
9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World
Championship
Endurance Road
Race Series

8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World
Championship
Road Race Series
250 & 500cc

8/5	England
8/11-12	Sweden
9/2	San Marino

World
Championship
MX Series
125cc

8/5	Finland
8/12	Luxemburg

250cc

8/5	Switzerland
8/19	Finland

500cc

8/5	Belgium
8/26	Italy

Sidecar

8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World
Championship
Trials Series

9/2	Finland
9/9	Sweden

AMA National
Enduro
Championship
Series

8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point
Grand National
Hare Scrambles
Championship
Series

9/16	Millville, MN
10/14	Midland, MI

AMA Western
Region Dirt Track
Championship
Series

Scrambles

8/19	Porterville, CA
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Short Track

8/18	Porterville, CA
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Half Mile

8/17	Porterville, CA
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AMA Amateur
Motocross
National Finals

8/15-18	Hurricane Mills, TN
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AMA/NATC
National
Observed Trials
Championship
Series

8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Dragbike
National
Championship
Series

8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA
1984 Drag Race
Schedule

8/11-12*	Washington, DC
8/18-19**	Brainerd, MN
8/25-26	Columbus, OH
9/1-3*****	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

*Dates are Tentative
**Pro Stock only
***Top Fuel only
****Funny Bike only
*****Top Fuel and Funny Bike only

AMA
Championship Cup
Endurance Series

9/1	Faulkville, GA
10/6	Summit Point, WV
11/3	Daytona Beach, FL

NMA
Grand National
Championship

8/6-12	Ponca City, OK
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CMC Four-Stroke
Nationals

9/2	Orange, CA
12/2	Carlsbad, CA

SCORE
Off-Road Series

9/14-16	Off Road Championship
	Riverside, CA
11/1-4	Baja 1000

Other Major
Events Abroad

8/18	Team Speedway
	World Championship,
	Leszno, Poland
8/19	Formula One TT
	Dundrod, Ireland
9/1	Individual Speedway
	World Championship,
	Gothenburg, Sweden
9/2	Coupe des Nations
	Dalencin, Czechoslovakia
9/9	Motocross des Nations
	Ruskeasanta, Finland
9/16	Trophee des Nations
	Varberg, Sweden
9/16	Trial des Nations
	Myslenice, Poland
10/1-6	ISDE
	Assen, Holland

EVERY
WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkert off-ramp. 1/4 mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/mech. \$7, spectators \$5, kids 7-12 \$2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

CALIFORNIA SPEEDWAY
Ventura Raceway, located at the Ventura County Fairgrounds. North on 101, off on California St., follow signs to fairgrounds. Gates open 6 pm, first race 8. Admission \$6, children \$2. Parking and programs \$1 each. Info: 805/985-5433.

Wednesday

CALIFORNIA

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry \$12, CMC license req. (may purchase at track). Spectators \$5.50, Jrs. \$3.50, kids \$1. Info 714/261-6116.

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, \$1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry \$7 per rider and mechanic. Admission \$5.50 per person, 6-12 \$2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1 1/4 mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

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DOUBLECROSS GRAN PRIX
Peris Raceway, Perris, CA. 91 Frwy to 15 (Elsinore) 20 miles to Hwy 74 —left 8 miles to Ellis, left to track. Troph: 30% Sptsmn, 100% Minis, holeshot prizes, 100% pins. Vets & Srs first race. Parade lap 7:45, race 8:15. Entry: \$16 mail, \$20 post, \$5 extra for non-mem. Info: Rick 714/371-6333.

TEXAS SUPERCROSS
I-20 at Hwy 271, Tyler, TX. Take exit 571 B left over I-20 and first right — 1 1/4 miles to track. All classes, Nov, Int, Ex. Troph to 5th, \$1005 purse, with 15 riders. Sign-in 8 a.m., prac 9:30, race 11. Gate fee \$5. Entry: Ex \$20, thers \$10. Info: Bill Law 214/882-4215.

OREGON TT
25 miles north of Portland, OR on Hwy 30 to St. Helens at Columbia County Fairgrounds. Follow signs at first stoplight. Classes: Amateur — 80cc to Open. Semi-Pro — 250cc & Open. Troph, 100% Semi-Pro pb. Class C tires only, all AMA rules apply. Track is 1/4-mile oval. Gates open 10:30 a.m., sign-up 11:1 p.m. Entry: Am \$5, Semi-Pro \$10. Info: Darrell Sexton 503/397-6315, or 397-3909.

August 14

IDAHO SHORT TRACK
Bogus Basin Rd to Cartwright Rd, follow signs to track, Boise, ID. Classes: Mini thru Open; Beg, Int, Ex. Admission: Adult \$3, 6-12 \$1. Entry: Mini \$5, Ex \$15, others \$10. Owyhee M.C. Info: Rick 208/888-7357 or Lew 342-7439.

August 17

AME CALIFORNIA MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to (west) on Hwy 126. All classes, incl. 3-wheel/Ody. 30% troph, \$15 pb to Pros. Gates open 5 p.m., prac 7, race 8. Entry: \$13 Am, \$20 Pros. Mem req'd \$20. Info: 818/881-5778.

August 18

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 to Huron and follow signs. All classes, 30% troph, 100% Pro pb. Under new management, nite races. 3rd annual, six-race series, race 5. Gates open 5:30 p.m., prac 6:30, race 7:30. Entry: Am \$15, Pro \$20, gate \$4. Info: Allen Severs 209/945-9355.

R.A.T.S. BMW RIDING SCHOOL
Riverside Int'l Raceway, Riverside, CA. Rider Advanced Training School, exclusively for BMW riders. Must have BMW in good cond. for use at school. Must be 18 yrs old and have proper safety equip. School cost is \$155, lasts one day, 7:30 a.m. to 5 p.m. Lunch will be served at track. Info: Reggie 805/648-2895.

CMC CALIFORNIA MOTOCROSS
Sprockets Park Raceway, 99 N or S to Bakersfield. 58 east at Mt. Vernon, No on Mt. Vernon 4 mi to top of hill, follow signs to track. All classes, 30% troph to Sptsmn, 125% Pro pb, 50% cash to Vet & OT. Gates open 4:30 p.m., prac 5-6, race 6:30. Entry: \$15 Sptsmn, \$20 Pro. Info: Rick or Laura 805/834-0284.

CRC TRI-RACE SERIES
Indian Dunes Cycle Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, \$15 Pro purse (15 riders min.), \$1000 Sptsmn contingencies. IRC Pro contin. PJ1 oil given out. Super trophies to top series winners. 2nd of 3-round series. Entry: Sptsmn \$12 by mail, \$15 post; Pro \$20 mail, \$25 post. Info: 213/830-7519.

AMA/D-36 CALIFORNIA ST
Lodi Cycle Bowl, 580 E. Morse Rd, Lodi, CA. All classes, incl 3-wheel, and Semi-Pro. Gates open 5 p.m., sign-up 6-7, prac 6, race 8. Admission \$4. Entry \$10, \$13 Semi-Pro. Info: Barbara 209/368-7182 or 931-3722.

August 18-19

UTE CUP OBSERVED TRIALS
Gold Camp Road, north of Colorado Springs, CO. Open to all riders, sections are intended for Intermediate/Advanced riders. Prized Thunderbird medals to top 40%. Team competition. No riders' meeting. No camping allowed before Friday afternoon. Observers needed. Entry: \$25, plus \$6 for each club or Sr team, and \$8 for each sponsored team. First rider out 8:01 each day. All entries must be postmarked before Aug. 5. Info: 303/751-1281 or 633-9482.

SUMMER TRAILRIDE
Wilseyville to Silver Lake, CA. A catered ride, approx 175-mile marked course. Street legal bikes not req'd. 95% trails and dirt roads. Camp overnight at Silver Lake. We supply and serve all gas, food, refreshments and meals for both days on the trail. \$75 covers everything for both days. Specific info mailed upon receipt of entry: Info: Don Ivan 209/754-5204. 18678 Jusus Maria Rd, Moke Hill, CA 95245.

OFF-ROAD BAJA TOUR
Guided Baja adventure from Tecate, Mexico to Mike's Sky Ranch in the pine trees of North central Baja. Tour designed for adventure, fun and safety. Available to off-road motorcyclists and ATV riders. \$150 includes all gas, lodging, food, guides, route sheets, chase truck, and insurance. Mail registration only. Adventure Treks. Info: Mark Anderson 714/859-1207.

August 19

CALIFORNIA MOTOCROSS
Prairie City, CA. Hwy 50 to S. Prairie City Rd. R on White Rock Rd, track on left. All classes incl. 3-wheel, D-36 & CMC. Big trophies to winners. D-36 & CMC cards accept. Gates open 6:30 a.m., prac 7:45, race 9. Entry: \$15 Sptsmn, \$20 Ex. Admission \$5. Info: Vasco DeMello 916/988-5011.

OREGON DIRT TRACK
Willamette Speedway, Lebanon, OR. 36606 Airport Dr. Motorcycles and 3-wheel (Semi-Pro). Gates open 11 a.m., prac 12:30, races 1:30. Spectators \$3, students \$2. Entry \$10, \$15 Pro. Trak-Tak Racing Spec. Info 503/928-7205 926-0376.

TEXAS MOTOCROSS
Approx. 2 miles north of Brownwood, TX on Hwy 279. Trophies to 5th, 100% Ex pb. Free O/N camping, no hook-ups. Gates open 10 a.m., prac 11, race 1 p.m. Entry \$20 Ex. \$10 others. \$3 gate fee. Info John W. McBeth. 915/646-6083.

BRA MOTOCROSS
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit in Spearfish, North to track sign. All classes, incl. 3-wheel. 100% Pro pb, 33% Sptsmn troph. Non-pts race, riders vote on track for BRA C'ships. Sign-up 9 a.m., prac 10, race 11. Entry: \$15 Pro, \$10 Sptsmn, non-mem add \$3. Info: Dale Friend 605/348-8361.

AMA NATIONAL MX
Washougal, WA. 23 miles northeast of Portland, OR. I-5 to Washington Hwy 14 east to 140 in Washougal, follow signs to track. The best is in the NW. Don't miss this spectacular show, gates open 7 a.m., prac 10, race 1 p.m. Tickets: Adults \$15, kids 6-11 \$6. Info: Bill Cantrell. 503/248-1106.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, get off on Pearlblossom Hwy, 5 miles east to first stoplight. Straight past lite one mile to track on right side of Avenue T. All classes, incl 3-wheel/Ody. Free O/N camping. Gates open 7 a.m., prac 8, race 9:30. Entry: \$13 Am, \$20 Pro. Mem req'd \$20. Info: 818/881-5778.

CRC OUTLAW GP
Perris Raceway, Perris, CA. 91 Frwy to 15 toward Elsinore. Go 20 miles to Hwy 74, turn left 8 miles to Ellis AFB, left to track. All classes, each runs 45 minutes. 20% troph, superb finisher pins. Cash to Pro and Ex. CRC mem req'd. Entry: \$16 mail, \$20 post. Info: 213/830-7519.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry \$8 Sptsmn, \$12 Ex., \$4 gate. Tulsa Area Motorsports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. \$804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry \$11 Sptsmn, \$16 Ex. Gate \$5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry \$8 Sptsmn, \$15 Ex. Gate \$4. Info 712/756-4114 (Conroe Suz). 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left to fire station. All classes — troph. Gate 7:30 a.m., sign-up 7:30-8:30, prac. 8-9, race 9:30. Entry \$10 Sptsmn, \$15 Pro. Info 714/261-6116.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy

60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$7 gate + \$10 Sptsmn, \$14 Pro; non-memb. add \$3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry \$12 Sptsmn, \$15 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, \$1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate \$5, under-10 & over 60 free. Entry \$10 Sptsmn, \$20 Ex. Info 817/295-8908, 295-1760.

CMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry \$10, yearly memb. \$15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. All classes. 30% trophies. Gates open 7 a.m., prac. 8, race 9:30. Entry \$13, \$20 Pro with \$15 to p.b. \$20 memb. req'd. Free O/N parking. Info 818/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. \$1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping \$2/veh., elec hookups, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate \$5, Am. \$10, Ex. \$20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry \$10 Sptsmn., \$15 Pro (\$10 to p.b.). Info 714/261-6116.

August 20-24

MOTOCROSS SCHOOL
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. 5-day training camp. Russ Darnell MX School. Entry \$200. Info: 714/980-3212.

August 21

IDAHO SHORT TRACK
Bogus Basin Rd to Cartwright Rd. Follow signs to track. Boise, ID. Classes: Mini thru Open, Beg, Int, Ex. Admission \$3, kids \$1. Entry: Mini \$5, Ex \$5, others \$10. Owyhee M.C. Info: Rick 208/888-7357, or Lew 342-7439.

August 24

AME CALIFORNIA SUPERCROSS
Mesa Marin Speedway, Bakersfield, CA. Go into Bakersfield on Hwy 99. Take Hwy 178 east 3 miles to track on right. All classes, split program. \$2000 purse, 30% troph. Gates open 4 p.m., Sptsmn race 6:30, Int & Pros race at 8. Entry: \$20 Pro, \$12 Sptsmn, includes gate. Admission \$5 and \$2 pit pass. Mem req'd \$20. Professional program, time schedule is firm. Star Inc. Info: 805/324-6041.

August 25

AMA/D-36 CALIFORNIA ST
Lodi Cycle Bowl, 5801 E. Morse Rd, Lodi, CA. All classes, incl 3-wheel and Semi-Pro. Gates open 5 p.m., sign-up 6-7, prac 6, races 8. Admission \$4. Entry: \$10, \$13 Semi-Pro. Info: Barbara 209/368-7182 or 931-3722.

August 25-26

COLORADO ENDURANCE RR
Woody Creek Raceway, Aspen, CO. 8 mi N of Aspen on Colo. 82 in Woody

Corbin

THE "GUNFIGHTER" SADDLE IS NOW AVAILABLE FOR INTERCEPTOR. 2" LOWER SEATING ENHANCES CENTER OF GRAVITY — EXTREMELY COMFORTABLE — COLORS AVAILABLE — FAST TRACK LOOK — SUPER CRAFTSMANSHIP

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REDDING, CA
INFO. (916) 223-5600

AFM Road Race Schedule
Aug. 11/12 — Willow Springs
Aug. 26 — Sears Point
Sept. 23 — Sears Point
13423 Stanstead Norwalk, CA 90650 (213) 864-0704

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CRC RACE SCHEDULE

Aug. 5 — I.R.C. MX \$1500 Pro Purse Indian Dunes
Aug. 10 — FIR. NIGHT MX Indian Dunes
Aug. 12 — I.R.C. MX \$1500 Pro Purse Saddleback Park
1984 CRC Membership Required
(213) 830-7519

DOUBLE CROSS RACING
FAST KATS G.P. Perris Raceway August 12
Info: (714) 371-6333

NMA NATIONAL & REGION ACTIVITIES
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P.O. BOX 46 NORWALK, CA 90650 (213) 868-8112

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Creek Canyon. One open class —
\$3000 purse, pays thru 10th place,
plus Kawasaki Contingency. 1.1-mile
course, 9 turns. Altitude is 8200'.
Camping in pits, qualification on Sat,
race Sun. Gates open 9 am Sat, race
Sun 10-4 pm. Entry: \$180 per team (2
rider min. per team). Info: J.S. Day
303/449-9357.

DUAL EUROPEAN SCRAMBLES

Red Mountain area, lined from 395
& Trona Rd. AMA/D-37 pts, all district
classes. Trophies thru 3rd. Free, all-
you-can-drink beer bust to all entrants
over 21 on Sat. nite. Entry: \$14 each
day. Races start 9 am Sat, 8 am Sun.
Jackrabbits M.C. Info: Mike Crowe
213/602-2702.

August 26

IDAHO PRO HALF MILE

Kootenia Co. Fairgrounds, Coeur d'
Alene, ID on I-90 east of Spokane,
WA. Purse: Open classes \$2000 for A
main, with \$1000 to winner, \$900 for
500cc A main, \$600 for 250cc A
main. Class C tires a must. Wide track,
bring plenty of gearing. Sign-up 9-11
am, prac 11-noon, races 12:30. Entry:
\$20 races, \$10 pit pass. Five Star
Promotions. Info: Darrel Sims 208/
765-5005.

CMC CALIFORNIA MX

Riverfront Park, Marysville, CA. Park
entrance on 1st street, between "E"
and "F", downtown Marysville. All
classes. Prac 7:30 am, race 9:30.
Parts in pits, flush toilets, food, cool
clear river. Entry: \$10 3-wheel, \$15
Sptsmn, \$5 plus \$15 to purse for Pro.
Info: Charlie Sexton 916/695-2727
or Milt Emery 695-2088.

IDAHO AMATEUR HM

Kootenia Co. Fairgrounds, Coeur d'
Alene, ID on I-90 east of Spokane,
WA. Classes: Open, 500, 250cc, 30%
trophies. Class C tires a must. Wide
track, bring plenty of gearing. Sign-up
9-11 am, prac 11-noon, races 12: Five
Star Promotions. Info: Darrel Sims
208/765-5005.

CMC CALIFORNIA MX

Carlsbad Raceway, Carlsbad, CA.
I-5 to Palomar Airport Rd., east 3 mi.

to raceway. All classes. 30% trophy.
Gate 7 a.m., sign up 7:30-8:30, prac.
8-9, race 9. Entry \$10 Sptsmn, \$15
Pro (\$10 to p.b.). Info 714/261-6116.

CMC SUNRISE MX

Sunrise Valley Cycle Park, Ade-
lanto, CA. 2 mi. north of town on Hwy
395. All classes. CMC points. 33%
Mini/Vet trophy, 50% cash p.b. to
Vet/Ex. Free D/N parking. Gate 7:30
a.m., race 9:30. Info 619/245-7339.

TEXAS MOTOCROSS

Twin Cities MX Park, Hwy 75 be-
tween Sherman and Denison TX. Behind
Jack Barnett Honda. All classes. 50%
awards up to 5, or 150% p.b. 15 rider
min/class Ex. Concessions, camping.
Gate 7 a.m., prac 8:15, Nov. race 9.
Int/Ex. race noon. Entry \$5 at gate,
\$10 for Nov and Int., \$20 Ex. Info 214/
463-1614 (Bill Jennings).

TEXAS LAKE WHITNEY MX

Lake Whitney Cycle Ranch, Whit-
ney, TX. On FM 2960 off Hwy 22, west
of Whitney. All classes. Troph. through
8th, \$1,170 guaranteed purse. Split
sched: Nov. 9 a.m., Int/Ex. approx.
1:30 p.m. Camping \$2/vehicle, gate
\$4. Entry \$8 Am., \$10 Ex. Info 713/
482-7593, 817/694-2901.

ROAD RUNS

August 4

USCA POOL PARTY

Jim & Sue Krautz' residence, 17116
Goya St. Granada Hills, CA. Bring the
family, swim trunks, towel and some-
thing to BBQ. We'll provide the pool,
non-alcoholic beverages and munchies.
From noon to 8 pm. Info 818/
366-3179.

August 5

AMA/D-37 POKER RUN/PTS RIDE
Accessories Unltd., 26057 Bouquet
Cyn. Rd., Saugus, CA 91350. \$1000
gift certificates. No freeway — scenic
ride only. 200 miles. From 7 am to 9
am. Info Philis Williams 805/
255-6522.

ROAD TOUR

Depart from 9717 Waterman, in Elk
Grove, CA and ride five days in the
High Sierra and Gold Country. No
classes, no trophies, no prize money.
Just great riding on two-lane, twisty
roads. Will be a follow-up truck to
carry gear and load ailing bikes. Entry
\$20. Sponsored by Velocette Owners
Club. Info Scott Borem 916/685-2609.

August 10-12

VELOCETTE RALLY

Annual Velocette Owners Club Rally,
to be held at Cambria Pines Lodge,
Cambria, CA 93428. Trophies for best
Velocette in several categories, plus
Crock trophy for the scruffiest Velo to
arrive under own power. Info Cary
McSquid 213/545-3623.

August 17-19

SIDECARMEET

Sierra Sidecar Spectacular, Mari-
posa, CA. Come camp out and enjoy
the friendship. Details in Sidecarist.
Info: 805/251-5051, or 818/
366-3179.

August 18-19

SUMMER RUN '84

Near McNeil Campground, take US
26 to Zig Zag, OR, turn on east Lolo Rd,
follow signs. No visible firearms or
fireworks. Includes: beer, concession,
band, raffle, games, etc. All bikers
welcome. Tickets \$10/couple advance,
\$7 single. \$12/couple at gate, \$8
single. Advance deadline August 4.
Sponsored by East Portland ABATE.
Info 503/775-2848, Mary or 255-
7793, Don.

CALENDAR LISTING

Calendar listings are a free service. Please type or legi-
bly print all information asked for and mail the blank or a
facsimile thereof to: Cycle News Calendar, PO Box 498,
Long Beach, CA 90801. All listings must be received by
noon Thursday to appear in the following week's Cycle
News. No phone calls, please; we can only accept items
in writing. You may include an event flyer in addition to
the Calendar blank.

Event date	Type
Location/directions	
Sponsoring club/promoter/sanction	
Classes/trophies/purse	
Additional info	
Gate/practice/race times	
Entry fees	Phone number for info (with area code)
Your name	

RESULTS

Send your results to: Cycle News, Results Editor, P.O. Box 498, Long Beach, CA 90801-0498. Include rider and machine brand.

AMA Western Region Amateur Nationals Half Mile Dallas, TX July 8, 1984 By Dorothy Powers

50 Charles Fontenot
Joe Gilbert Jr.
Jason Adcock
60 Greg Teague
Scottie Williams
Tim Kay
80 SR Mike Hale
Tony Lynch
Ronnie Le Bleu
80 Scottie Williams
125 Mike Hale
Chad McCracken
250 JR Marc Griffin
Darrell Reeves
Willie McCoy
Alan Powers
250 SR Jimmy Tarleton
Sean Cosand
OPEN SR Gary Kidd
Brent Arabia
OPEN JR Bobby Shaw
Alan Powers
Rocky Fivecoat

AMA Western Region Amateur Nationals Short track, Boyd, TX July 7, 1984 By Dorothy Powers

SHORT TRACK
50 Charles Fontenot
Joe Gilbert Jr.
Todd Way
Jason Adcock
Michall Nicholson
60 Greg Teague
Scottie Williams
Tim Kay
Mark Burch
Charles Fontenot
Becky Breitzman
80 JR Scottie Williams
Clayton Hull
Tim Kay
Greg Teague
Mark Burch
Becky Breitzman
80 SR Mike Hale
Chad McCracken
Ronnie Le Bleu
Mike Weedin
Tommy Lynch
Roger Sedarat
125 Mike Hale
Chad McCracken
Darrell Reeves
Ronnie Le Bleu
Trace Polson
Clay Carol
250 JR Willie McCoy
Alan Powers
Marc Gifford
Ricky Fivecoat
Dale Brooks
Darrell Brooks
250 SR Scottie Scherb
Jimmie Tarleton
OPEN JR Alan Powers
Rocky Fivecoat
Dennis Craig
Tony Ackerman
Bobby Shaw
OPEN SR Gary Kidd
James Huddleston
Mich Houden

1984 AMA National Enduro Championship Series Point Standings (After 7 events)

Mike Melton 153
Terry Cunningham 152
Kevin Hines 151
David Bertram 142

Fritz Kadlec 94
Jeff fredette 68
John Martin 56
Jeff Irwin 51
Larry Roeseler 39
Drew Smith 39
Ron Ribolzi 37
Mark Hyde 37
Matt Cullins 34
Jeff Henning 34
Geoff Ballard 33

NMA/Yamaha GNC Series Orange, CA June 24, 1984

PEE WEE STK Yam
Eric Hawes Yam
Sammy Vella Yam
Carl Brown Yam
Jimmy Griego Yam
Matthew Camden Yam
PEE WEE MOD Yam
Damon Huffman Yam
Eric Hawes Yam
Sammy Vella Yam
David Ochoa Yam
Carl Brown Yam
60 STK 6-8 Kaw
Damon Huffman Kaw
Jimmie Johnson Hon
Justin Urata Kaw
Ben Phalen Kaw
Eric Hawes Kaw
60 STK 9-11 Kaw
Buddy Antunez Kaw
Tommy Clowers Hon
Sean Thornton Kaw
Joel Tokarsky Kaw
Richard Saxton Kaw
60 MOD Kaw
Buddy Antunez Kaw
Tommy Clowers Hon
Sean Thornton Kaw
Dana Wiggins Kaw
Richard Saxton Kaw
60 MOD Hon
Jimmie Johnson Kaw
Damon Huffman Kaw
Justin Urata Kaw
Ben Phalen Kaw
David Ochoa Kaw
80 STK 9-11 Kaw
Ronnie Densford Kaw
Tommy Clowers Hon
Buddy Antunez Kaw
Richard Saxton Kaw
Ephraim Benjamin Yam
80 MOD 9-11 Kaw
Ronnie Densford Kaw
Tommy Clowers Hon
Buddy Antunez Kaw
Richard Saxton Kaw
Ephraim Benjamin Yam
80 STK NOV 12+ Yam
Chris Young Yam
David Noel Kaw
Gary Trachy Kaw
Eric Bisbee Kaw
Sloan Cooper Yam
80 MOD NOV 12+ Yam
Chris Young Yam
kDavid Noel Kaw
Chris Broders Kaw
Jason Collier Yam
Sloan Cooper Yam
80 STK INT 12+ Suz
Todd Hayes Kaw
Shane Trittler Kaw
Sean Blanchard Kaw
Gary Dellegatte Hon
Paul Vlach Kaw
80 MOD INT 12+ Kaw
Shane Trittler Kaw
Steven Kotajarvi Kaw
Mike Wiese Yam
Sean Blanchard Kaw
Paul Vlach Kaw
80 STK EX 12+ Suz
Mike Healey Yam
Eddie Hicks Yam
Bob Moore Kaw
Colin Karcher Yam
Mike Kiedrowski Kaw
80 MOD EX 12+ Yam
Eddie Hicks Suz
Mike Healey Suz
Scott Brown Hon
Mike Kiedrowski Kaw
Greg Vowell Suz
105
Bob Moore Kaw
Mike Healey Suz
Ward Bassett Yam
Mike Kiedrowski Kaw
Eddie Hicks Yam
125 STK NOV Kaw
Jeff Mabery Kaw
Jeff Capt Kaw
George Vlach Kaw
Mike Peters Hon
Richard Bates Yam
125 MOD NOV Kaw
Lance Barnett Kaw
George Vlach Kaw
Richard Bates Yam
Chris Rogers Kaw
Matt Schumsky Kaw
125 STK INT Hon
Willie Surratt Hon
Cory Falter Suz
Frankie Brundage Kaw
Gary Lacy Hon
Dan Crouch Yam

125 MOD INT Kaw
Greg Trachy Kaw
Willie Surratt Hon
Cory Falter Suz
Frankie Brundage Kaw
Steve Skibel Suz
125 STK PRO Kaw
Bader Manneh Kaw
Mike Fisher Hon
Paul Denis Kaw
Larry Brooks Hon
Billy Frank Hon
125 MOD PRO Kaw
Larry Brooks Hon
Paul Denis Kaw
Mike Fisher Hon
Todd Campbell Kaw
Terry Fowler Hon
250 NOV Hon
Ron Goodwin Hon
Glenn Gordy Kaw
Tony Strangio Kaw
Greg Broome Hon
Don Litteral Hon
250 INT Hon
Willie Surratt Hon
David Townsend Yam
Tony Mayes Suz
Lance Rieman Yam
Tony Botti Hon
250 PRO Kaw
Mike Fisher Hon
Billy Frank Hon
Paul Denis Kaw
Robert Laughlin Kaw
Bobby White Hon

CRC Motocross Indian Dunes Park Valencia, CA June 22, 1984

PEE WEE Yam
Pablo Lara Yam
Robby Hammond Yam
60 NOV Kaw
Nick Mairose Kaw
Dontae Johnson Kaw
Marcello Folchi Kaw
60 INT Kaw
Billy Dawson Kaw
Ryan Spurgin Kaw
Joey Curtis Kaw
60 EX Kaw
Joel Tokarsky Kaw
80 STK BEG Kaw
Michael Loftus Kaw
Richard Lima Hon
Charlie Burgess Kaw
Shane Stanley Kaw
Kim Hoagland Yam
80 STK NOV Kaw
Jeff Orth Kaw
Doug Huston Yam
Joel Tokarsky Kaw
Troy Cline Kaw
Jody Tapia Kaw
80 STK EX Kaw
Chris Lara Kaw
80 MOD BEG Kaw
Shane Scarpiella Kaw
80 MOD NOV Kaw
Doug Huston Yam
Jody Tapia Kaw
David Noel Kaw
80 MOD EX Kaw
Chris Lara Kaw
125 BEG Yam
Jeff Pennington Yam
Dean Falce Kaw
Paul Kashani Yam
Fabian Terracciano Yam
Darryl Manning Hon
125 NOV Yam
Richard Bates Yam
Danny Brown Yam
Ron McKiernan Hon
Scott Murphy Kaw
Joe Klauza Kaw
125 INT Kaw
Danny Casson Kaw
Ray Groom Hon
Ron Meyer Hon
Lenny Smith Kaw
Eddie Guajardo Suz
125 PRO Hon
Bob Kline Kaw
Tim Rutherford Kaw
250 BEG Suz
Chris Radzinski Suz
Will Wagner Kaw
John Tucker Yam
Maury Johnson Hon
David Haynes Hon
250 INT Suz
Jery Sherer Suz
Cam Johnson Yam
Jeff Segale Suz
Bernard Tinus Hon
David Graff Hon
250 PRO Suz
Kevin Allman Hon
Kelly Pugmire Hon
Bill Delgado Suz
500 BEG Hon
Dutch Weidel Hon
Rick Gibbs Hon
Greg Moeller Mai
Daniel Juarez KTM
500 NOV Hon
Don Demyan Hon
Marc Cummins Hon
Art Dart Hon
Tony Mariscal Hon
Mike Sullivan Yam

500 INT Kaw
Mark Nelson Hon
Ruben Falcon Hon
VET JR Yam
Steve Hilton Yam
VET INT Hus
Tom Spurgin Hon
Mark Heller Hon
VET EX Hon
Ken Ratzloff Hon
ATV 200 AM 10 & UNDER Hon
John Smulo Hon
ATV 200 AM Hon
Grady Gillette Hon
Jim Difatta Hon
ATV 250 AM Hon
Eric Richter Hon
Allen Tate Hon
John Halcon Hon
Carl Dujardin Hon
Mitch Bailey Hon

Hannegan MX July 19, 1984 By Paul Nielsen

1-SPEED Yam
Stan Sloboda Yam
Michael Hunnicutt Yam
Deryk Couden Yam
60A Kaw
Rod Stanley Kaw
Reed Stanley Kaw
60B Kaw
Zack Taylor Kaw
Cliff Dekens Hon
Daniel Jensen Yam
60C Yam
Chris Taplin Yam
80A Kaw
Rod Stanley Kaw
80B Hon
Brett Devries Hon
Art Chadsey Yam
Troy Doty Hon
80C Hon
Scott Naughty Kaw
Mike Parker Kaw
Reed Stanley Kaw
80D Suz
Chris Wegers Suz
Rick Dent Suz
Brad Kern Yam
105A Kaw
Joe Cutheart Hon
105B Hon
Bret Devries Hon
Corey Soderstrom Yam
Art Chadsey Yam
125A Suz
Rodney Casper Hon
Brad Kesselring Hon
Mark Cunningham Hon
125B Yam
Roger Taylor Kaw
Thad Ballsmidier Kaw
125C KTM
Jason Dutton Hon
Rob Hannan Kaw
Travis Primeau Kaw
250A Hon
Mark Cunningham Hon
Michael Jorgenson Hon
Rueban Springman Suz
250B Suz
Stuart Lamont Yam
Raul Terorito Yam
David Carr Yam
250C Hon
John Verdonk Hon
Denny Howell Hon
OPEN A Hon
Dan Krogh Hon
Danny Bullock Hon
OPEN B Suz
P.F. Stuen Yam
ENDURO A Yam
Tom Moen Hon
ENDURO B Hon
Howard Knowlton Hon
Melvin Traylor Yam
OVER 30 Suz
P.F. Stuen Yam
Raul Tenorio Yam

CRC Motocross Indian Dunes Valencia, CA July 1, 1984

PEE WEE Yam
Robby Hammond Yam
Pablo Lara Yam
60 NOV Kaw
Brad Schultz Kaw
60 INT Kaw
Joey Curtis Kaw
60 EX Kaw
Joel Tokarsky Kaw
80 STK NOV Yam
Brock Suter Kaw
Troy Cline Kaw
Mike Loftus Kaw
Bjorn Lofstrom Yam
Dustin Evans Kaw
80 STK INT Kaw
Steven Kotajarvi Kaw
Sean Blanchard Kaw
Joe Abbinanti Kaw
Bubba Erickson Kaw
80 STK EX Kaw
Mike Kiedrowski Kaw
Chris Lara Kaw
Mike Pascarella Suz
80 MOD NOV Kaw
Jody Tapia Kaw
Dustin Evans Kaw
80 MOD INT Kaw
Steven Kotajarvi Kaw
Bubba Erickson Kaw
Sean Blanchard Kaw
80 MOD EX Kaw
Mike Kiedrowski Kaw
Chris Lara Kaw
Mike Pascarella Suz
125 BEG Hon
Michael McMahon Hon
Wolfgang Krogman Hon
Rick Smith Kaw
Jeffrey Dunkin Suz
Tony Garcia Kaw

125 NOV Hon
Denny Jones Hon
Todd Anders Yam
Joe Klauza Kaw
Bambino Tapia Hon
Ron McKiernan Hon
125 INT Kaw
Jeff Reynolds Kaw
Keith Vensel Kaw
Michael Overby Hon
Ron Bechard Cag
125 PRO Kaw
Joe Hopkins Kaw
250 BEG Hon
Todd Rhoads Hon
Greg Moeller Suz
Will Wagner Kaw
Russ Pohres Yam
Jeff Roberts Hon
250 NOV Suz
Chris Drake Hon
Krabs Krull Hon
250 INT Hon
Doug Russell Hon
Lee Miller Hon
Clayton Perlman Hon
Jon Barrick Hon
250 PRO Hon
Eric Hallgath Hon
500 BEG Suz
Robert Wahlstrom Hon
500 NOV Hon
Don Denyan Hon
Ron Smith Hon
Jeff Clausen Hon
Buckwheat Lange Hon
Marc Cummins Hon
500 INT Hon
Ruben Falcon Hon
Robb Mesecher Hon
VET JR Hon
Dean Horrell Hon

CRC Motocross Saddleback Park Orange, CA June 24, 1984

60 NOV Kaw
James Blanchard Kaw
60 INT Kaw
Billy Dawson Kaw
Joey Curtis Kaw
80 STK BEG Yam
Jimmy Wilken Yam
Jon Berg Suz
Marc Thomas Yam
Mark McClellan Yam
Steven Foster Kaw
80 STK NOV Kaw
Billie Paugh Kaw
Gary Barken Hon
80 STK INT Kaw
Joe Abbinanti Kaw
Mike Sandoval Kaw
Bubba Erickson Kaw
125 BEG Suz
Ruben Fernandez Hon
Michael McMahon Hon
Rob Williams Yam
Alan Brethour Suz
Mike Marrowbowe Cag
125 NOV Hon
Anthony Magallanes Hon
Scott Murphy Yam
Phillip Noble Yam
Tim Slayton Yam
Ron Jordan Kaw
125 INT Kaw
Jeff Matiasovich Kaw
Chad Smart Suz
Bill Clemson Yam
Eric Clemson Yam
125 PRO Kaw
Craig Dale Kaw
Miguel Arawd Kaw
Tim Rutherford Kaw
250 BEG Hon
Jeff Smith Hon
Jeff Roberts Hon
Bob Michael Hon
Shawn Maldonado Suz
250 NOV Hon
Craig Sosa Hon
Anthony Garnica Hon
Rob Leeson Yam
Chris Cadman Suz
250 INT Suz
Jerry Sherer Suz
Todd Cunningham Suz
Steve Coster Hon
Mark Brown Suz
Jay Cook Yam
250 PRO Yam
Mike Beier Yam
George Wehrman Hon
Marc Johnson Suz
500 BEG Suz
Matt Van Mols Suz
500 NOV Hon
Alex Miller Hon
David Piconata Yam
Robert Moore Yam
Vince Fontes Mai
500 PRO Hon
Jeff Long Hon
Dan Berg Hon
VET EX Suz
Marino Bastionell Suz

Ross Downs MX Colleyville, TX July 21, 1984

MICRO MINI Kaw
Willie Bowden Hon
Jody North Hon
Eddie Dickerson Kaw
Heath Kirkland Kaw
Billy DeBaca Kaw
MINI BEG Kaw
Jon Cross Kaw
Bill Heeb Kaw
Kris Carr Yam
Robin Dearing Kaw
Chad Mayo Hon
MINI JR Kaw
Willie Bowden Kaw
Billy DeBaca Kaw
Lance Friend Kaw
MINI SR Kaw

Roy Schellenberger Yam
Jeff Long Kaw
Jimmy Gaddis Kaw
John Forames Kaw
Joey Grupp Kaw
125 BEG Kaw
Gary Benton Kaw
John Wise Yam
Glen Walker Yam
Ricky Thompson Hon
Lorne Burton Hon
125 BEG (B) Suz
Mike Key Suz
Mark Scherer Yam
Joey Marcom Yam
Mike McCormick Yam
Richard Kirkland Kaw
125 NOV Yam
Danny Gaddis Kaw
Darrell Heine Kaw
Les Briscoe Yam
Wes Ketner Hon
Darren Belew Kaw
250 BEG Suz
Terry Mason Hon
Cody Payne Hon
Chris Erlon Hon
Jim Boswell Cag
Phillip West Yam
250 NOV Hon
John Miller Hon
Tom Eller Yam
Mark Bartee Suz
Nick Vanderpool Yam
Charles Eller Yam
OVER 30 Yam
Tom Eller Yam
Charles Eller Yam
Alan Dye Kaw
Cody Williams Yam
Bill Fisher Yam
OPEN NOV Yam
Tom Ehmke Mai
John Blanton Hon
John Nienkamp Hon
Kirk Hulslander M-Star
Steve Maiden Hon
COMB INT Hon
Dan Taylor Hon
Bob Strawn Hon
Eddie Jones Hon
COMB EX Yam
John Kindhart Yam
Roger Schellenberger Yam
Larry Dodson Yam
Dean Lane KTM
Greg Williams Yam

Southland Racing Assn Mid-Year point standings as of July 10, 1984

80
Steve Wamboldt 192
Chris Holmes 156
Jon Haddad 141
John Zack Jr. 121
Don Clark 120
Willis Drake 74
Mike Sandoval 70
200
Jay Stranger 236
Shanon Shamblin 234
Robert Miller 176
Larry Thompson 176
David Wentz 175
Mark Vanscourt 172
Paul Bakus 160
250
Craig Adams 271
Greg Fountain 206
Joey Tuttobene 187
Rob Hall 184
Brian Fountain 179
Jerry Lowell 174
Brett Duncan 156
OPEN
Craig Adams 208
Phil Linskens 206
Rick Lee 206
Dirk Houghton 197
Roger Hurd 147
Elmer Woolard 127
Paul Huffman 125
SR
Harry Thornburg 222
Ed Duncan 220
Russ Robinson 219
Ron Dugan 191
Vern Heth 188
Neil Fearing 181
VETS
Donnie Walters 218
Tore Anderson 203
DeWayne Boese 199
George Luther 188
Peter Bryk 176
Bill Larson 173

TROPHY PICKUP



Brush Busters 1984 Bust-Out Race Trophies can be picked up at the HBMC European Scrambles, August 11 & 12 or succeeding desert races or call Art (213) 443-3430 for pick up. (130/32)

For listing in this department, please mail information with \$1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Retail Salesman

Experienced floor/counter salesman needed for volume retailer. Product knowledge required. Full or part time. Contact Alan (818) 782-7227. (230/TFN)

Torsten Hallman Racing

Is looking for aggressive and reputable sales representatives in all areas, must be interested in making money, must be calling on shops now and want to expand your line. If you're the best join the best. Contact Monte at (619) 442-0431. (230/31)

Mechanic and Parts Openings

L.A. city's largest Yamaha/Kawasaki dealership has immediate openings in parts dept. and service dept. for experienced and apprentice mechanics. Contact Art at Foothill Yamaha/Kawasaki in Tujunga. (213) 352-3277. (22/TFN)

Seasoned Suzuki Mechanic

To work as service manager. Golden opportunity for someone who wants to live in the beautiful smog free city of Ventura. (805) 643-2629 or (805) 495-8090 eves. (230/33)

R&D Technician

Must have background in motorcycle mechanics. Job includes working on motorcycles, ATV's and new products. Must be willing to work long hours and some weekends. Tools required. Mail resume to: DG PERFORMANCE, 1230 LaLoma Circle, Anaheim, CA 92806. No Phone Calls Accepted. (230/TFN)

Counterperson

San Francisco BMW franchise needs professional sales person for front counter and showroom. BMW parts experience a plus, enthusiasm a must. Salary plus commission, available August. Call (415) 863-7255 afternoons only. (330/31)

Editorial

Nationally established motorcycle publication is looking for full time editorial staff person. Applicants must have working experience in journalism in motorcycle related fields. Heavy emphasis on HD, no life style. Excellent salary and benefit package. Submit resume and salary requirements to: Personal Director, 2145 W. LaPalma, Anaheim, CA 92801. (230/31)

Yamaha Mechanic

Minimum 3 years experience with own tools. Immediate opening, salary negotiable, call Gary at Fresno Yamaha. (209) 431-3485. Fresno Yamaha, 6220 N. Blackstone, Fresno, CA 93710. (223/TFN)

Commission M/C mech needed

Must have own tools, three years experience minimum. Honda, Yamaha, Suzuki, Kawasaki. Shop established three years. (Plenty of work.) San Diego area. NATIONAL CITY MOTORCYCLE. (619) 474-2025. Mike. (127/30)

H-D Mechanic Wanted

Experienced mechanic with own tools, full time position. Extremely busy shop. Call Mon-Fri 8am to 5pm. (714) 841-5522. Huntington Beach area. (128/31)

Sales Reps Wanted

Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TNF)

Suzuki Mechanic

SUZUKI COUNTRY has an immediate opening for service manager. 3 years minimum experience. Contact Mike North (714) 734-0642. (227/30)

Growing Pains

Large volume Southern California Yamaha Dealer is expanding and looking for experienced people for all facets of the business: Service, Parts, Accessories, Sales. Excellent pay and benefits are offered. Call or write Bob Klee at: T&O CYCLE DYNAMICS, 24020 Narbonne Ave., Lomita/Torrance, CA 90717. (213) 534-2311. (227/TFN)

Motorcycle Salesman/Manager

Great position open to experienced Motorcycle salesperson with growing multi-brand, independent dealership in sunny Mission Viejo. Motorcycle City USA (714) 495-3352. (221/TFN)

M/C Mechanic Apprentice

Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in Sunny Mission Viejo. (714) 495-3352. (223/TFN)

Mechanic Wanted All Brands

Experienced with tools, wanted immediately, great position open to experienced motorcycle mechanic with growing multi-brand independent dealership in Sunny Mission Viejo. Motorcycle City USA. (714) 495-3352. (223/TFN)

Commission Paid

To experienced mechanics in large volume Orange County dealership. Apply in person, Honda Kawasaki BMW of Mission Viejo, 26371 Avery Parkway, Mission Viejo, CA. (224/TFN)

Parts Manager

Parts and accessories sales and management, permanent position open to experienced, organized, self starter with multi brand growing dealership in sunny Mission Viejo. MOTORCYCLE CITY USA (714) 831-6804. (212/TFN)

Anaheim Honda Kawasaki

Experienced mechanic and partsperson wanted. (714) 778-6700. (229/30)

Sales Manager: Honda/Suzuki

Experience necessary for permanent position and great career opportunity, 25K+ per year. In Berkeley, 10 min. from San Francisco. 20 year old business with large inventory and established customers. HONDA/SUZUKI OF BERKELEY, 2240 San Pablo Ave., Berkeley, CA 94702. (415) 841-0192. (129)

Join U.S. Suzuki Motor Corp.

We have an excellent opportunity for a technically oriented individual, to fill a position in our Technical Service Department, as a Customer Relations Coordinator. This is an outstanding opportunity to begin a career at the distributor level. Position offers invaluable training, and experience for future advancements. Excellent company benefits and attractive starting salary. To qualify you should have the ability to deal enthusiastically and tactfully with our retail and dealer customers on service and warranty matters. Some dealer level service or parts experience is required. Suzuki product experience is not required. Send resume to: U.S. SUZUKI MOTOR CORP., PO Box 1100, Brea, CA 92621-1100. No Phone Calls Please. (229/32)

Experienced Mechanic Needed

For rental Go-Cart Track. Dealership experience preferred. Honda G-200 motor experience helpful, part and full time positions available, day or night. Good pay for right person. Ascot Slic Trac. (213) 515-5115. (229/30)

Service Manager

Working service manager with own tools, three years minimum experience on the dealer level. Self motivated, knowledge with Suzuki helpful. Excellent pay for the right individual. Contact Vic, ORANGE COUNTY SUZUKI, Costa Mesa, CA. (714) 646-2428 for appointment. (227/TFN)

Mechanic Needed

Commission — Minimum 3 years experience Honda/Kawasaki. Contact Herb, (818) 787-0110. (229/30)

Experienced Sales Person

25% commission. Commission also paid on insurance, finance and accessories. MARINA SUZUKI (213) 306-8595. (229/32)

★ ★ Partsmanager ★ ★

Permanent position open to an aggressive self starter with proven record of management and parts/accessory sales. San Bernardino Yamaha-Harley-Davidson Dealer. Mr. Wix (714) 884-6464. (226/TFN)

U.S. Suzuki Outboard Division Technical Supervisor

Major outboard manufacturer expanding technical service operations. Immediate opening, position includes writing bulletins, maintaining dealer service material, quality research, curriculum update, instruct marine technicians. Marine industry experience required with technical training background preferred. Excellent salary, benefits and future. Send resume to: U.S. SUZUKI MOTOR CORP., PO Box 1100, Brea, CA 92621. ATTN: Personnel. NO PHONE CALLS PLEASE. (228/31)

Outboard Technical Advisor

Major outboard manufacturer expanding service operations. Immediate position open for field Technical Advisor. Four years minimum dealer service experience mandatory. Broad industry and business management background preferred. Excellent salary, benefits and future. Send resume to: U.S. SUZUKI MOTOR CORP., PO Box 1100, Brea, CA 92621. ATTN: Personnel. NO PHONE CALLS PLEASE. (228/31)

Salespersons Wanted

Ixon, an established Distributor/Importer wants hard-working sales reps; many prime areas open, join a good group of people. Ask for Norm. CA (800) 821-4989, US (800) 854-1060. (228/TFN)

GOVERNMENT JOBS. \$16,559 — \$50,553/year. NOW HIRING. YOUR AREA. Call (805) 687-6000 Ex. R-1299. (130/33)

Sell Ads For Cycle News

Display Ad Sales position open in the Cycle News East office, Atlanta, GA. area. Print media sales and/or motorcycle experience helpful. Good phone and organizational skills needed. Excellent compensation & benefit package. Immediate opening, call (404) 934-7850 for interview, and/or send resume to Cycle News P.O. Box 805, Tucker, GA 30084. (527/TFN)

Yamaha Suzuki Mechanic

Well equipped shop looking for aggressive mechanic. Handle all jobs, 5 years experience, paid on commission. (805) 522-3436. (130)

Part Time Mechanic Wanted

GARRY'S CYCLE SUPPLY, Rowland Heights (818) 965-7055. (130/31)

Honda Mechanic Needed

Commission mechanic wanted to work in clean and productive shop in Gardena. Must have Honda experience. Call Bob at HONDA OF GARDENA. (213) 323-8314. (130)

Parts Counterperson Wanted

Full time position available for honest, hard working person, in Honda motorcycle dealership. Experience desired but not necessary. (213) 323-8314. (130)

Business Opportunities

Attention Dealers

New distributor eager for new business. Take advantage of low prices. (818) 366-6914. (227/TFN)

Working Partner Or Buyer

Northern California Yamaha Dealer. (707) 447-3715. (218/TFN)

Yamaha Suzuki Dealership

Western Washington. Other business forces sale, \$80,000 of parts and inventory, must sell \$50,000. Call (206) 533-5711 days or (206) 532-9056 eves. (130/31)

So. Cal. Franchised Dealership

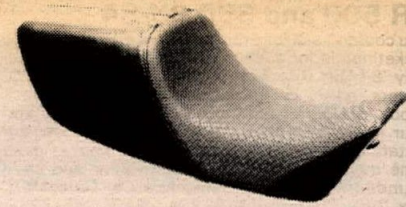
Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

Big-4 Franchise TX Boom Town

On major highway in San Antonio, \$110K takes all. PO Box 33781, San Antonio, Texas 78265. (330/33)

New MPS Boost Kit For Kawasaki Turbos

Kit features adjustable boost from the stock 8 PSI to an unbelievable 25 PSI. MPS Boost Kit comes with all hardware, instructions, boost gauge and mixture control unit, \$169.99. COD or credit card. Dealers welcome. MOTORCYCLE PERFORMANCE SPECIALTIES, 2433 Adams Ave., Deltona, FL 32738. (904) 789-5550. (221/23/EOI/TFNE)



Superbike Seat Kits \$65.00

GPz 550 82-83. Total support at high speed. Very comfortable, 2" lower than stock. Simple installation. Experience a superior level of control. Contact MOTOPLEX, (213) 438-4107, 21 58th Pl., Long Beach, CA 90803. (130/NWX)

1983 500XC Husky

A-1 new mechanical condition, Enduro ready, \$1675. Days (714) 630-5402, eves. (714) 832-0959. (130/31)

Speedway Jawa 2 Valve

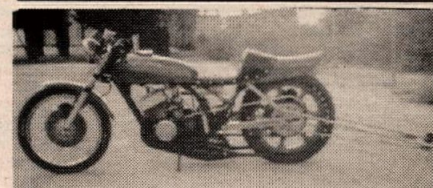
Plus many spares, \$950/OBO. (714) 651-1657. (130/32)

Honda 900F

1981 model, bought new in August 1983, Honda Sport Kit installed, just serviced, 13,000 miles, excellent condition. Asking \$2150. (818) 282-2202 or (818) 441-4112 am's. (330)

'79 RD400 Daytona Special

Excellent condition, trick, ask for Bob. Days (714) 421-4710, eves (714) 646-7554. (230)



Yam. 250-350-400 Elect. Ign.

ATTENTION to all RD owners! A premium quality electronic ignition for your street racer, road racer or drag racer. Uses ANY type coils and delivers easier starting, MORE POWER, ZERO maintenance and 12,500 RPM ACCURATE! 3 year guarantee. ONLY \$99. Models to fit Honda, Kawasaki, Suzuki, BMW AND British! CONTACT RTI, 30 Bonnie Drive, Westbury, New York 11590. COD's OK! (516) 333-1228. (130/NWX)

'81 HONDA XR500. TRICK, \$1000/OBO or trade towards 84 XR250. (415) 457-3417. (329/30)

1983 Honda XR500R

New tires, Mugen pipe and cam, excellent condition, \$1650. (818) 362-7919. (330/31)



Targa GPz Sport Cowling

Handcrafted fiberglass with color matched finish. ZX550/750/1100. \$189.95. Complete at your dealer. TARGA Accessories, Irvine, CA, 714/472-1022. (230)

FJ1100L

Also FJ600 and RZ350, super low prices. Call YAMAHA COUNTRY, Twin Falls, Idaho. (208) 733-5072. (130/31)

1983 CR 480

New piston ring, sprockets and chain. New rubber front and rear. Excellent condition, \$1100. (818) 963-4041. (330)

F-1 Ninja Exhaust System

(714) 996-3241. (330/31)



Targa 500 Interceptor Cowling

Road Race Styling, Handcrafted fiberglass, matching color and graphics. \$269.95 complete at your dealer. TARGA ACCESSORIES, Irvine, CA, 714/472-1022. (230)

YAMAHA TD2/TA 250cc PARTS: Eight cylinders, pair heads, pistons, pipes. \$175. (612) 929-2925. (1/3ONE)

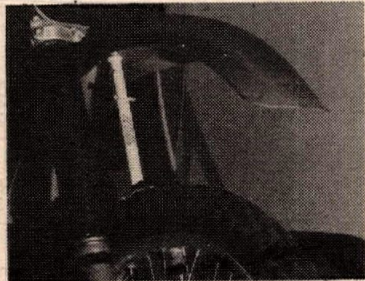
WANTED: Rottler boring bar. Model #DA-OCB4 with stand. Excellent condition only. (609) 387-2346. (1/30NSE)

XR 500 and 350 83-84

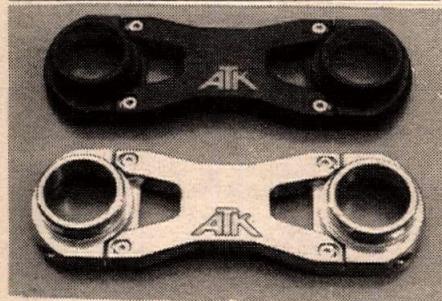
You couldn't ask for a more mellow and easy to ride rocketmobile for a long GP or Cross Country race. July '84 Dirt Bike Test pg. 49. We build the IMF motors and sell IMF motor parts. We turn your stock shock into factory performance suspension, and your stock forks into bump eaters. You can add instant horse power just by bolting on our reverse cone magaphone with built in muffler and shed pounds of weight at the same time. Call Gator USA, Box 240, Phelan, CA 92371. (619) 243-2323. (228/30)

Riders Wanted

Will sponsor riders, Dirt and ATC. Huntington Beach, (714) 841-0368. (220/TFN)



NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE, \$19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92530. (714) 674-4335. (219/TFN/NW)



ATK Fork Brace

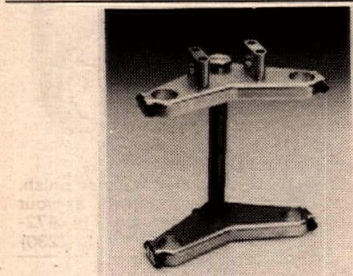
The best Fork Brace on today's market. Favorably tested in magazines and endorsed by Calif. Superbike School. Available for Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha from 1976 up. Installs in a few minutes, see your dealer. \$69.95, Visa/MC or COD. ATK LEITNER CORP., 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, or call toll free outside CA, (800) 854-4023. (226/EOI/TFN/NW)

TARGA LOWERS 83-84 GPz 750, \$125. Kerker KR pipe, Kawasaki 1000/1100 \$100. (415) 372-6202. (129/32)

1984 YZ250K

New bore, porting, clutch, extra clean, excellent condition, extra parts. \$1395. (805) 482-7382. (328/30)

CB1100R, CB1100F PARTS: Wheels, exhaust, Ontario hand-bent header, alt., engine covers, parts. Fit 900F also. Call Howard, days (314) 928-1369; eves, (314) 427-6258. (1/29/30NE)



Alloy Triple Clamps

Billet aluminum machined with 55 or 62mm offset for 35mm tubes. \$175. Storz Performance, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (229/31NW)

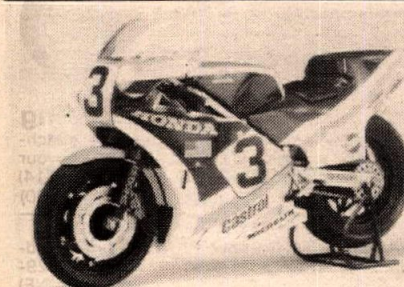
Ninja — Want The Fastest?

Less than 700 miles on this bike. Comes with shop manual. Too fast for me. \$4300/OBO over \$4000. Call (805) 239-3263 or (805) 238-5818 after 6 p.m. (129/30)

TRIM NYLON DRAG SUIT: Red with white stripes, one year old, excellent condition. Two piece, 5'6", 140#. \$350. Evenings, (217) 428-0454. (1/29/30NE)

Trade Katana for Ducati 900SS

82 1000, low miles, competition superbike pipe, airbox modifications, Ferodo, Russell, Dunlop, 83 seat, one owner, not abused. Cleanest anywhere. \$3,800 or trade. (305) 299-3342. (1/28/30)



Freddie's V-3 500 Model!

\$19.95; with rider, \$24.95; plus \$2 postage. List \$2. "Models," POB 14664, Atlanta, GA 30324. (2/29/32NEX)

83 Honda 480

Clean, shock mods, \$1325. After 6 p.m. (213) 831-2756. (129/30)



14' Smuggler

Holds 2 motorcycles or 2 ATC's. 3-Way refrigerator, sink, stove, enclosed portapot. Sleeps 4. Excellent condition. \$1500/OBO. (714) 895-3806. (430)

71 Triumph Tiger TR6

Good condition, \$1000/OBO. Eves (818) 362-4486. (129/31)

Riding Partner Wanted

Serious Eastbay Vet. Cowtrails, races, hare scrambles and GP's. Must be able to ride hard. No Kamikaze MXers. (415) 531-5345. (129/30)

83 KTM 504

Excellent condition, enduro ready. Asking \$1800. Ask for Ron (714) 866-7248 or (714) 585-8926. (129/31)



★★83 Jawa Speedway Bike★★

New 500cc 4 valve, excellent condition, raced 4 times, many extras. Gearing for primary and rear. Tires, gas can, and leathers, race ready, cost new with extras \$3200. Must sacrifice \$2200. Randy (213) 862-7877. Downey. (129/30)

Speedway Bike

Jaw 4 Valve, excellent condition, \$1250. (818) 962-8355. (329/31)

Motorcycle Mechanic Training

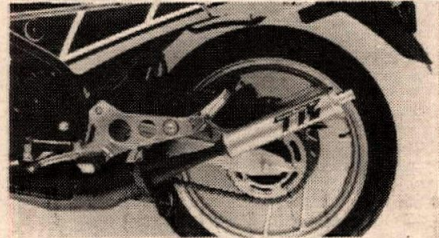
Our 1-year program features low tuition, financial aid, excellent facilities and job placement assistance. New sessions begin July 12 and October 3, 1984. Contact Southeast Community College, 8800 "O" St., Lincoln, NE 68520, (402) 471-3333. (213/35/NW)

TZ 250J New

TZ 250 J model, new in crate, less motor, pipes, radiator, \$1600. (405) 722-5517. (129/32)

**** Hodaka Parts ****

Shipped ANYWHERE! UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 840-6632. (234/NW/TFN)



Toomey Racing RZ-350 Pipes**

The WINNER! in Cycle News comparison test. We outperformed all others for Power, Powerband, Fit, Looks, and reliability. More than 13 bhp increase @ 10,500 RPM with a wide usable powerband. Quality construction by hand to insure a perfect fit. Save 19 lbs. 1 yr. Guarantee. All aluminum Bolt-On muffler. Keep your side and centerstand too. Quality isn't expensive. It's priceless. Use your VISA/MC or Amex, or C.O.D. \$299.00. Save a hassle, get the complete kit, pipes, air-cleaner system and aluminum battery box replacement \$360.00 complete! CALL: (213) 539-6542, 539-4324. (226/NW/TFN)

'79 BMW Turbo Showbike

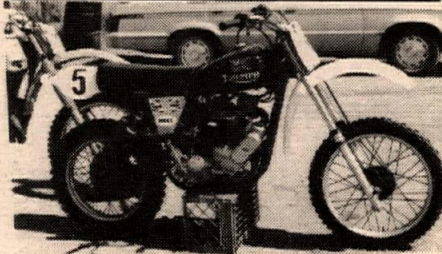
1108cc, extensive mods, custom paint, Crowser GP Fairing, low miles, 15K invested, sacrifice \$5400. (213) 542-0350. (329/30)

Dial A Deal

HONDA OF INDIO is introducing a new way to conveniently shop for your best deal on a new Honda motorcycle or ATC. Just dial "COLLECT" and ask for HONDA OF INDIO'S Sales Manager. We feature one of the best inventories in Southern California. HONDA OF INDIO, call "COLLECT" (619) 342-4484. (229/32)

1000 Honda Interceptor

Ridden by dealer to Laguna Seca Race. Buy at our dealer cost. HONDA OF INDIO, 80-126, Highway 111, Indio, CA. (619) 342-4484. Ask for Al or Tom (229/30)



750 Triumph

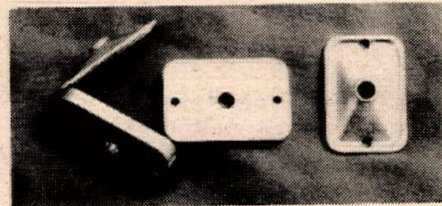
All new engine, CDI ignition, 12" travel, 295 lbs. Lots of extras. Call Bill for specs. (213) 477-0997. (429/31)

1984 Husky XC500

Engine and suspension by Pro Circuit. Unbeatable in desert competition. Excellent condition, 100% ready to race and win! John (213) 595-4791 or (213) 427-4497. (129/30)

'84 RM250

\$1600/OBO. (&14) 891-0150. (429/30)



Honda Owners

1984 CR80R riders replace wimpy swingarm and plates with machined aluminum units 2024-T4. Stop those tossed chains. Coming soon — aluminum fasteners, knurled fork tubes and more. Send \$12 x \$1 S&H to: KEITH PRODUCTS CO., RD #1, Box 517, Baden, PA 15005. (1/29/30NEX)

1983 Husky 500XC

Excellent condition, 2 tanks, plus extras. Must sell, \$1700. Eves. (714) 738-0326. (329/32)

VF 1000R

Words cannot describe. Bike is in USA. \$10,500. Phone after 6 p.m. EST. (305) 259-2230. (329/30)

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Cycle News P.O. Box 498 Long Beach, CA 90801-0498

Ads are accepted on a first come, first serve basis. Cycle News reserves the right to edit ad copy.

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(Cycle News/West only)

PRIVATE PARTY

Per word 25¢
Headline in bold type \$3 extra
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(One photo per ad — Printed image size limited to 1 1/2" high, 2 1/4" wide.)

COMMERICAL AND HELP WANTED

Per word 50¢
Headline in bold type \$5 extra
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(One photo per ad — Printed image size limited to 1 1/2" high, 2 1/4" wide.)

Blind Box Service Charge \$5.00

CREDIT CARD LIMIT
MINIMUM \$5.00 PLUS .50
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213/427-7433

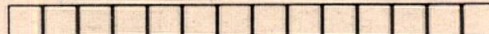
No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE

Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____

Card Expires _____



Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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(Cycle News/West and Cycle News/ East)

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Per word 45¢
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Photos (No larger than 5x7) \$7
(One photo per ad — Printed image size limited to 1 1/2" high, 2 1/4" wide.)

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Headline in bold type \$8 extra
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PHOTOS RETURNED ONLY
WITH SELF ADDRESSED
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Name _____

Address _____

City _____

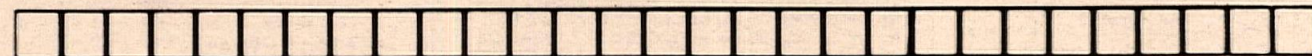
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Zip _____

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Bold Headlines do not count towards want ad word count

Want Ad minimum... \$2.50



1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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Cycle News cannot be responsible for illegible phone numbers.

Area Code/Phone No. _____

Bultaco — Hodaka Parts

Large supply, UPS, COD, BAY AREA CYCLE. (213) 649-1700. (219/TFN)



'84 KTM 125 "Demo Bike"

PRO CYCLE KTM'S Demo Bike is For Sale. Ridden three times and used for magazine photos. Contact: PRO CYCLE KTM, 1265 Lincoln, Anaheim, CA 92805. (714) 772-8170. (228/TFN)

Bike Trailer

Three rails, good tires with spare, \$275. (213) 428-1609. (129/30)

1984 Suzuki RM-125E

Like new, runs great, \$1050. (714) 529-7324. (329/30)

83 Honda CR480/3 Rail Trailer

Honda is clean, low miles, \$1100. Trailer 15" wheels, \$250. (805) 824-2813. (329/30)

Free Boots Free Helmets

Buy one of my bikes, get your choice. KX 250, \$375. 1983 Husky 250, \$1575. 1984 XL 350, \$1700. Every bike has to go! Make me an offer. (714) 540-4511. (129/31)

C&J TT 500, BEST of everything, extra tires, r/wheel, gearing, lights, big tank and more. Best of Baja or dez. \$1500. Dirt track leathers, Bates medium, excellent condition, also helmets, boots, Maely skid shoe. Danny Hockie, after 6 p.m. (714) 736-1312. (129/30)

★★L.A.'s Only KTM Dealer★★

Sales, Service, Parts. BAY AREA CYCLE CENTER, 5606 W. Manchester, Los Angeles, CA 90045. (213) 649-1700. (226/TFN)



Dico Trailers

Cycle, Jet-Ski, ATC Buggy, auto. NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS. Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

Precise Crankwork

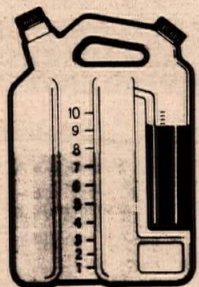
We are crankbuilders for the Motorcycle Industry! We can untwist, true, weld, stroke, regrind or do anything else to any crank. When all you do are crankshafts...you have to do them right! FALCON PERFORMANCE, 2041 Range Rd., Clearwater, FL 33575. (813) 461-4161, call or write for catalog. (245/EOI/TFN/NE)

Want to Sell Your M/C Or ATC

For Cash. Call (714) 831-6804. (225/TFN)

Do You Need British Parts?

Anything you can wear out for Triumph, BSA or Norton. EUROCYCLE (800) 527-5544. In Oklahoma (405) 787-3440. (220/NW/TFN)



ACCUMIX, The money saving mixing container assures you accuracy of mixing gasoline and oil. Mix ratios of 15:1 thru 50:1 simply by matching corresponding numbers of each chamber. Send \$9.95 plus \$1.50 shipping to: DC PRO, Box 7191, Riverside, CA 92503. (714) 351-0633. (228/EOI/NS)

'78 Smuggler Trailer

22 ft. Smuggler, new Nov. 78, sleeps six, carries three motorcycles, forced air furnace, 100 gals. of water, 3-way refrigerator, roof access ladder, extra strong roof, custom plumbing, self contained, new 150 amp. battery, in top shape, ready to roll! \$7200. Eves and weekends, (213) 256-8403. (329/30)

Racing Bargain

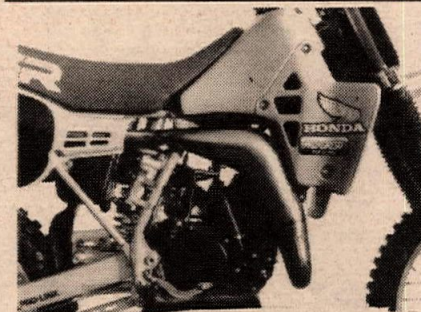
1982 250-R totally trick, less than 30 hours riding, has been modified for racing by Selvy's Performance, Terry Cable thru-out, Pro-Link suspension, super trick ignition, Yamaha head, Cal Fab Swing-arm, ported, polished, Kean Carb, many extras. Too much to mention. \$5500 invested, \$3000. Call Ron (714) 523-2856. Very Fast! (130)

1984 125 CR Honda

Excellent condition, \$1200. (213) 258-0028. (128/30)

Want to sell your motorcycle???

For cash. Call (714) 831-6804. (212/TFN)



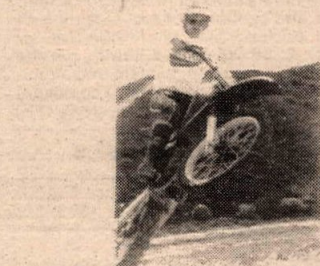
★★ Pro Circuit Racing ★★

'84 CR 125 Pipe

Tested and used by the West Coast's fastest riders! The Pro Circuit CR 125 PIPE hits much harder and revs higher without any loss of bottom end. This is the same pipe seen on Honda Super Bikes such as Larry Brooks, Brian Manley, Mike Fisher, and Eddie Vreeland. \$128.00. PRO CIRCUIT RACING, 4212 E. LaPalma, Anaheim, CA 92807. (714) 993-5400. (230&32NW)

Smuggler Trailer

Sleeps six, new cushions, like new interior, 2-way refrigerator, stove, oven. \$2400. (805) 252-3755. (129/30)



Russ Darnell MX School

August 13-17 Rio Bravo, Houston, Texas. August 20-24 Indian Dunes. August 27-31 Saddleback. (714) 980-3212. (226/TFN)

M/C's and ATV's For Sale

Street, dirt and ATV's, all sizes. Good prices and guaranteed! Call PRO RIDER in Huntington Beach. (714) 841-0368. (128/32)

1984 Honda Interceptor

750cc, 500 miles, two months old, Kerker Header System, SS Lines, \$4000/OBO. Days (213) 933-5604, eves. (714) 846-7489. Les. (329/30)

83 CR125

Motoplat ignition, ATK Fork Kit, 250 front brake, 53 tooth sprocket, Metzlers. Call eves, \$900/OBO. (213) 596-5056. (329/31)

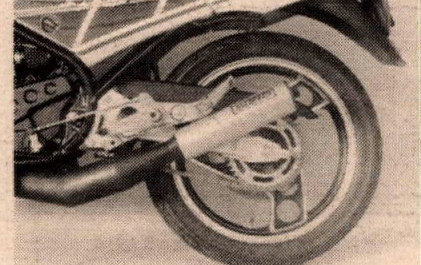


Dirtbikes Blowout

'82, '83 and '84's new Kawasakis and Yamaha's, Motocross Enduros, MX and Three Wheelers. Priced so low Cycle News won't let us print them. They've got to be sold! HOLLYWOOD KAWASAKI YAMAHA. (213) 466-8451. (219/TFN)

Fairing Screen Gustafsson

Your source of replacement and/or custom fairing screens. Over 300 models from A(von) to Z(ircon), including those for BMW, Honda, Kawasaki, Suzuki, and Yamaha. Our newest this year fit the Honda VF500F Interceptor, Elite, Yamaha RC350, and the Moto-Guzzi SP1000 and V65 SP. Give us a call or write if you need a replacement fairing screen or if you just want to customize your bike. Most screens available in clear, light blue and smoke. Dealer inquiries welcome, first order on letterhead. FAIRING SCREEN GUSTAFSSON, P.O. Box 3567, U.S. 1 North, St. Augustine, FL 32085-3567. (904) 824-2119. (2/25/TFNNE)



ALLSPEED — RZ quiet power. (800) 222-1452. RSC PERFORMANCE. (2-26/TFNNE)

Rare 83 Honda 750 Intercept.

Long list of extras, invested \$6000., must sell, \$3700/OBO. (818) 574-0714, eves. (328/30)

'82 Suzuki RM465Z

Mint condition, low hours, DG pipe, Boyesen Reeds, etc. Stored over 1 yr., must see, ride, \$1400. John (415) 432-1917. (1400/30)

1982 Can-Am 4 Stroke 500cc

Licensed, street legal, excellent condition, all original, \$1295. (619) 789-4771, eves. (327/30)

BORING BAR: Chassis dyno, 20" Clausing drill press, YZ465 — never ridden. (217) 352-8983. (3/28/31NE)

New Husqvarna's Going Fast!

At least 40 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC: \$1395. 1982 250-WR \$1586. 1982 430-WR: \$2095. 1982 430-XC: 430-CR: \$1995. 1983 250-WR: \$2295. 1983 430-WR: \$2595. 1983 500-XC: \$2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)



New Rifle "Nightflight" Fairing

Designed for Honda Nighthawk, Shadow, Magna, Sabre, and Ascot. 14 1/2" wide, 3 lbs., tinted windshield. Black or silver: \$79.50. Colormatch: \$89.50. Available through your local dealer. RIFLE FAIRING, Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4235. (216/NW/TFN)

Japanese Kamikaze Suicide Pilot Head Bands

See Auto Week cover May 14. Finest quality silk-screen color reproduction. One size fits all. Large enough for helmets. Send \$6.95 to: ID BROTHERS, PO Box 5595, San Diego, CA 92105. (329/30)



The Real Thing!

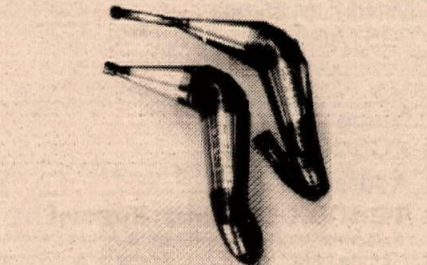
There are cheap imitations available but for the absolute finest in hand protection join the top National riders who insist on Bark Busters. See your dealer or call PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (2/27/ALT/TFNNE)

CR500 Hot Set Up

Flywheel Weight, give your CR500 more low end and mid range with no top end loss, improve starting and eliminate stalling. Send your flywheel for 24-hour service, \$89.95, or see your dealer. Mikuni Carb, 38mm round body, pre jetted. Eliminate mid range hesitation, machined to fit air box, uses standard cable, \$99.95. Manufacturers Outlet, 2535 Middlefield Rd., Redwood City, CA 94063 (415) 364-4004. (228/30)

Turn Your H-D Into A Home!

Will take your Harley or other large street bike, truck or interesting trade toward 15K equity in new Costa Mesa, CA Condo. 2 bedroom, 2 bath. 2 story with 2 car garage. Assume high balance loan. This place is perfect! Let's make a deal! Call (714) 645-7547 eves, or leave message on recorder. (529/32)



PSI Hot Pipes They're burning Up The Competition!!!

PSI pipes are "RED HOT" and READY TO EXPLODE you to the 1st TURN! State-of-the-art designs. Matchless performance and quality! Unbeatable combination when used with PSI's "POWER BOOST PORTING"!!! YOUR SATISFACTION is our goal! Available for '84: KX80-125-250, YX80-125-250, CR125-250, RM125-250, ATC250R, Tecate 250. All 80-125 HOT PIPES \$129. All 250s & KDX200 \$139. POWER BOOST PORTING \$99. (Some '83 models also available!) No need to wait — same day service. Dealers welcome!!! PSI, INC., 3613 S. Green Bay Rd., Racine, WI 53403. (414) 554-5192. (1/28/30NEX)

★ KTM ★ KTM ★ KTM ★

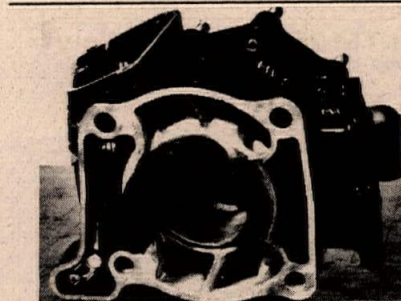
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

1981 XR500R

\$700. After 4 p.m. (805) 251-1196. (130)

Factory Husky 84 500XC

All the tricks, very clean and reliable, a steal, only \$2000. (714) 768-7660. (130)



HPS Porting By Mike Hanley

HPS now offers porting by Mike Hanley, (Jim Tarranto's mechanic). Clean and match \$80.00, stage maxx, (custom powerband contouring) \$135.00. Head modifications \$35.00. Call for more details, ask for extension 25. (714) 998-7712. (230/31)

F-1 Ninja Exhaust System

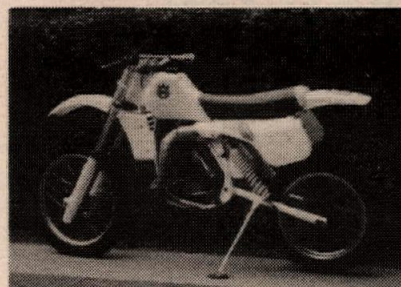
(714) 996-3241. (330/31)

'83 XC600 Honda

Excellent condition (714) 996-3241. (330/31)

1983 Honda XR500R

New tires, Mugen pipe and cam, excellent condition, \$1650. (818) 362-7919. (330/31)



1984 Husky 125CR

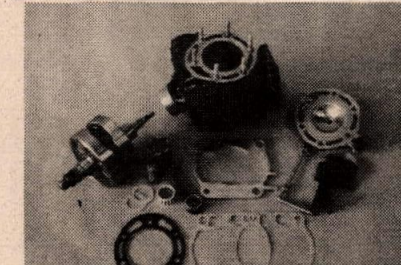
Pro Circuit engine. Faster than KTM. Moto-X or desert. Many extras, raced four times, immaculate. \$3200 invested, sacrifice for \$1675. (818) 795-4031. (130/32)

★New 83 Husky 250CR \$1695

Includes the 84 plastics kit! Never again will prices be this low! Don't miss out — many "Last Chance" models are gone. Watch for info on our Husqvarna open house — Friday, August 17. Meet Team Husky — Smith, Ashcraft, Roeseler and Harden. Call for details! CROSSROADS SUZUKI, 26062 Bouquet Canyon, Saugus, CA 91350. (805) 255-5353. (230)

'37 H-D Knuckle Head

Disc brakes, 57 H.T. Frame, 5 spoke mags, new tires, 80 in. stroker & 84 tags. Call between 10 a.m. and Noon. (213) 433-2417. (42/0)



Just What Your YZ250 L Needs To Wind Up On The Top! ★★

Tired of getting blown off when your powerband signs off? PRO DESIGN has the high revving solution. The Long Rod Kit developed by Team Yamaha and race proven by Warren Reid priced at \$395. Call PRO DESIGN at (714) 534-0620, 1161 Salinas #C, Garden Grove, CA 92643. (230/NWX)

Simpson Model 62

For sale. New, still in box, size 7 1/2, silver color. \$95. Call after 5pm. (213) 591-5082. Matt. (528/31)

1984 Husqvarna 500XC

Excellent condition, low hours, Up-Tite skid plate, Rental bars, Metzler, Dunlop, many extras. Is in like-new condition. Call eves, Matt (213) 591-5082. (528/31)

Pro Rider Service/Accessories

Huntington Beach. (714) 841-0368. (220/TFN)

TNT Chambers



Kawasaki Street and Racing Chambers \$179.95. Yamaha RD's Street and Racing Chambers \$129.95. For ordering only call, (800) 821-7239. For technical information call, HOT BIKE ENGINEERING (415) 657-3864. We ship UPS/COD. (215/NW/TFN)

82 Suzuki RM250Z

Excellent condition, trick plastic, many extras, \$750. (619) 252-3335. (130/31)

81 430 CR Husky \$650

Fox shocks, extra tank, runs good. Don (714) 829-7872. (130/31)

1983 KTM 250 MXC Like New

\$1500/OBO. Days (213) 861-9957, eves. (213) 869-6985. (130)

1982 Yamaha TT250

Wife's bike, excellent condition, \$1100/OBO. Days (213) 861-9957, eves. (213) 869-6985. (130)

1983 Travel Trailer Aljo

24' self contained, loaded, used six times, must sell. (213) 869-6985. (130)

1973 Ducati 750 GT

Fresh paint, Phantoms, electric ignition, clean, fast, beautiful, \$3000/OBO. (213) 455-1770. (330)

84 Yam. TT600L \$1799/OBO

Brand new. Won in magazine contest, never ridden in dirt, save over \$300 off retail. (714) 593-3247. (330/31)

1983 Yamaha IT490

White Bros. Suspension, low miles, excellent condition. John (213) 595-4791 or (213) 427-4497. (130/31)

Road Race Leathers

Bates Road Race Leathers. Fits 5'10", 150 lbs. deluxe suit, good condition, \$300/OBO. Steve Sowden (619) 566-6012, eves. (619) 223-2154 days. (330/31)

20 FT. MOTORHOME: 1982 Lindy, sleeps 7, 9,000 miles, Primo condition, \$17,000. (818) 256-8578 or (818) 798-6118. (130)

'82 RM 125Z OWNED by little old lady from Pasadena, very clean. Denise (818) 798-6118. (130)

1984 Suzuki RM 250E

Excellent condition, \$1400. Call after 5 p.m. (805) 483-6622. (130/31)

1984 YZ125L FMF Pipe

Perfect condition. Will ship anywhere. \$100. Call evenings, Steve (408) 265-0762. (130/31)

14 Ft. Pro-Trac Trailer 1982

All the extras, single axle, San Berdo area, will deal. (714) 875-9017. (130/32)

**White Bros. ATC200X**

Used as display machine for shows and ads. All the WB goodies: shock, swingarm, fork kit, Stage III engine kit, oil cooler, etc. Used very little to save new machine appearance for shows and ads. \$1495. (714) 895-1991. (230)

1984 XR200RE Honda

Less than 100 miles, excellent condition, \$1250. (213) 697-9554. (130)

1979 Can-Am 250 MX

Fox Shocks, plus extra rear wheel. Needs minor work. \$200! (619) 272-2504. (130)

Yam. 500 Dirttrack Sale/Trade

C&J Frame, Megacycle, Venolia, Carrillo, Bills, Fox-Shox, strong runner. Good looking \$1800. Modified stock frame, long swingarm, Norris Cam, Arias 540cc, \$900 or both for \$2500. Will consider partial trade on late model 250 or Open motocrosser. Delivery on West Coast possible. (503) 672-2558 or (503) 672-2696. (130)

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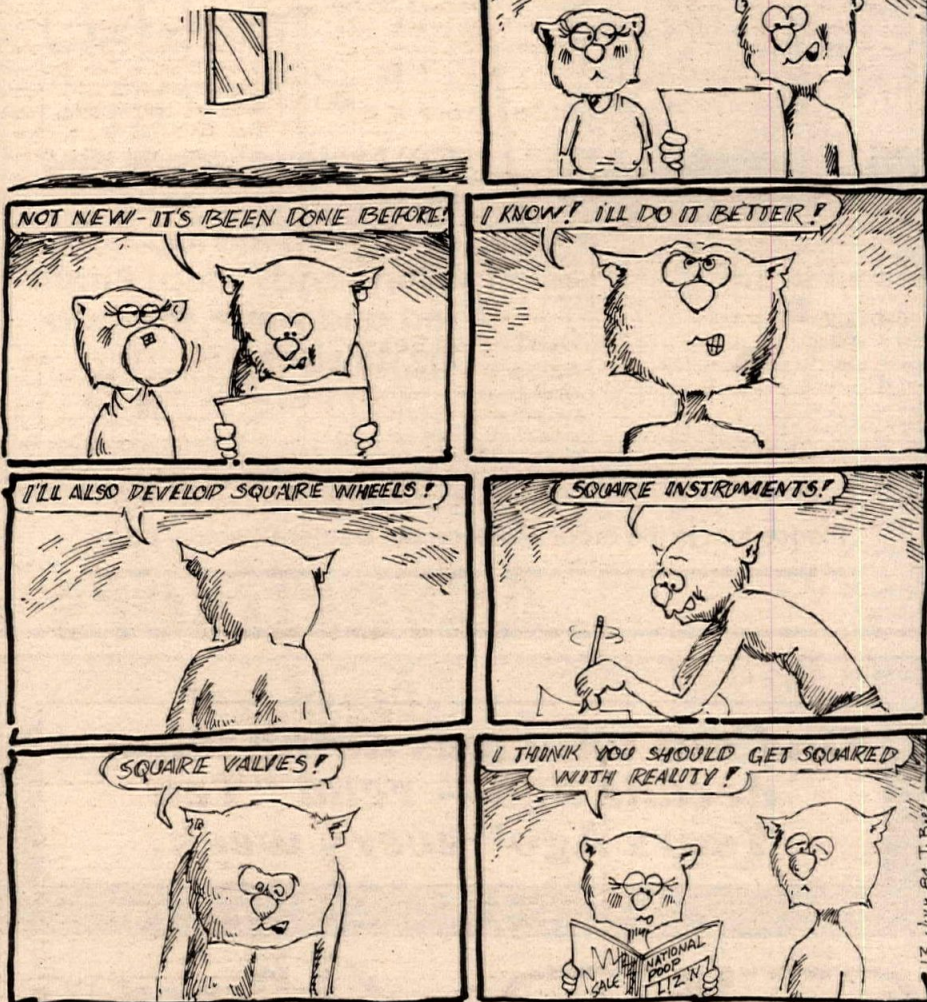
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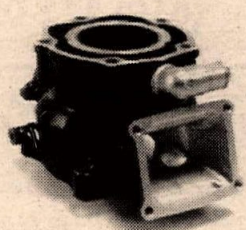
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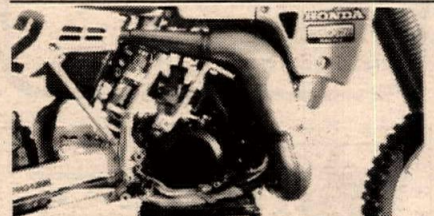
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The Latest POOP BY PAPA WEALEY

(Continued from page 23)

Jay Springsteen intends to make his return to Camel Pro Series racing in the August 25-26 Indianapolis Mile Nationals.

A three-man appeal board upheld the AMA's \$1000 fine of dirt tracker Bubba Shobert for an altercation with Terry Poovey at the July 7, St. Louis Short Track National. However, in their July 28 decision, the board reduced Poovey's 45-day, nine-event suspension to just six events, including road races. Beginning with the Hagerstown Half Mile (which Shobert won, but now the win is credited to Randy Goss) and assuming that there are no rain-outs, the Team Honda rider would be eligible to compete again starting with Sunday's Cicero Mile in the suburbs of Chicago.

HosPITal STOP: Byron Hines, co-owner of Vance & Hines Racing as well as the company's engine building wizard, spent five days in Tustin Memorial Hospital for viral meningitis, a bacterial infection of the brain's membrane and spinal column. According to partner Terry Vance, Hines was vacationing at the time he fell ill and checked into the hospital to determine the cause of the head pain he was suffering. On July 26 Hines was released from the hospital and is presently recuperating at home. Vance says that when Byron has recovered, he will resume his vacation and return to work in another three to four weeks.

Cycle Guide goes to 11 issues per year

By John Ulrich
COMPTON, CA, JULY 30

Cycle Guide magazine will publish 10 regular issues and a special edition each year instead of 12 monthly issues. The new frequency will begin with a combined November-December 1984 Special issue on sale in mid-October.

According to Editor Larry Works, the decision to change frequency came after extensive research into reader preferences and newsstand sales curves.

"This magazine is the most reactive to its readers," Works said. "We know we're going to take a lot of potshots from other publications, but we know what we're doing."

"We are magazine professionals and the (magazine) marketplace is changing. Cycle has changed, Motorcyclist has changed, Cycle World has a whole new staff and we believe it will change. We're seeing lots of stuff we began doing now showing up in other people's magazines. We anticipate we won't be the only magazine with this frequency in the near future."

"We're willing to take the heat on this," Works said. "We know the reader is going to get a better series of publications out of it."

According to Works, the November/December combined issue will feature heavier cover stock, more color photos and be much larger than a standard monthly issue. Cycle Guide's editorial staff is larger than it has ever been, Works said, and has more flexibility and proficue capability since the installation of a new computer workcenter system. Works said that the new frequency will allow Cycle Guide to undertake larger and more in-depth stories than ever before and that the magazine will undertake stories other publications are reluctant to tackle.

He did not elaborate on what those stories might be.

But rumors have it that the magazine recently rented a wind tunnel at enormous expense to test the aerodynamic drag of several motorcycles, ranging from touring machines like the Yamaha Venture to an OW69 road racer. That story may be planned for the premier combined issue/special edition.

Cycle Guide currently has a circulation of 250,000 which puts it third behind Cycle (425,000) and Cycle World (350,000).

Cycle magazine going all street

By John Ulrich
WESTLAKE VILLAGE, CA, JULY 30

Cycle Magazine will be essentially all street beginning with the January 1985 issue. According to informed sources, the magazine may run an occasional dual-purpose machine test or a one-shot dirt feature. But the overwhelming content of each issue will be street-bike oriented.

"We're not doing anything earth-shaking or making any big pronouncements about it," said Cycle publisher Tom Sargeant. "If you look at the magazine over the last 10 years you'll see that we've been heading that way for a number of years. At one time we were about 50/50 dirt/street, but as sales of dual-purpose machines dropped we of course adjusted our editorial content accordingly."

"We're going where the market goes," Sargeant said. "I think if you look at all the so-called 'umbrella' publications you'll see that they're doing the same thing, whether it's a conscious or sub-conscious move."

But an analysis of Cycle's January through June 1984 issues show an editorial test page breakdown of 59% street, 41% dirt and no dual-purpose machines.

Cycle World's editorial coverage for the same six issues broke down into 58% street, 38% dirt and 4% dual purpose.

Cycle Guide's coverage for the same period was 50% street and 50% dirt with no dual-purpose.

Motorcyclist is all street. An interesting development is the news that Cycle magazine does not plan to inform its readers of the change, instead planning to simply implement the change, according to presentation a Cycle advertising salesman recently made to a major client.

Sargeant also said that if Cycle's promotion of the upcoming Hawthorne Mile dirt-track race went well then the magazine would be sponsoring more races.

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Advertisers Index

A & A Racing Service	53	Inter-Shows	44
AFM	47	Hap Jones Intl.	43
AME	47	Joe Jones Dist.	53
ATV News	31	Kal Gard Mfg.	48
J.C. Agajanian	46	Kawasaki Motors	13
American Honda	10,11	Lemonade Kawasaki	53
Amer. Sports Co.	37	M-Star	53
Arai Helmets	35	Maxima	46
B & J Motocross	44	Moto-X Fox	19
Bel Ray	17	Moto One	47
Bellflower Yamaha	53	M/C Tire Ent.	19
Boyesen Eng.	46	Motor Cycle Video	43
Burbank Yamaha	53	Motorweek Illustrated	46
CMC	44	NMA	47
CRC	45,47	Performance Cycle Works	46
Champion Moriawaki	41	Porterville Spinners M.C.	45
City Cycle Center	48	Pro-Am Trailers	46
Continental Divide	37	Rim Rock Honda H-D	37
Corbin Pacific	47	SRA	44
Corona Raceway	45	Shoei Helmets	23
Cosmopolitan Motors	48	Malcolm Smith M/C	53
Cycle News Prod.	40,42,48,53	Spectro	43
Cycle News Sub. Info.	15	Stadium Motorsports	47
Dr. John Frame Straightening	37	Star Inc./Supercross	47
Double Cross Racing Assn.	47	Sunshine Cycle	46
Downers Grove Yamaha	41	Suzuki Country	41
Dunlop Tires	5,56	T & O Cycle Dynamics	37
EDCo.	37	Topsy Raceway	44
Eric's M/C Co.	43	Torco	19
Extrude Hone	47	Trim/Transworld	43
Factory Pipe Products	19	Vancouver Suzuki	23
Fox Fabrique	41	Washougal National MX	35
Grab On Grips	48	Web Cam	53
Hi Point	19,23	The Weigl Co.	35
Hollywood Honda	43	Western Scooter Dist.	46
Hy-Tech Lubricants	47	Wheel Works	53
Indian Dunes	45	Wrangler	17
International Speedway	47	Yamaha Intl.	20&21,28&29

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The Legend Lives

*Dunlop is the choice of champions
in the dirt, the woods and on the track.*

Whether it's Supercross, motocross, or enduro it's Dunlop leading the way on the bikes of great riders like Johnny O'Mara, Ron Lechien, Terry Cunningham.

On the track, Dunlop is the choice of high speed endurance racing teams like WERA leaders Team Hammer. . .Joey Osowski, Steve Baron, John Ulrich and Russell Paulk.

In the Dirt

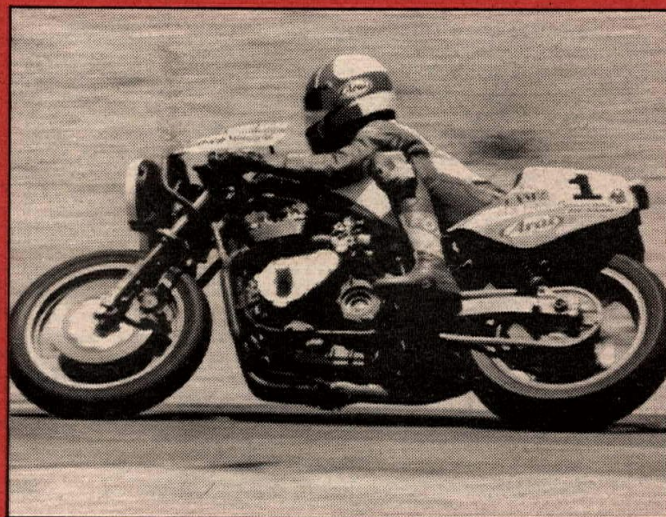
- **Insport/Miller Supercross**
at Rich Stadium, Buffalo, New York
1st Johnny O'Mara (Honda)
2nd David Bailey (Honda)
3rd Ron Lechien (Honda)
4th Ricky Johnson (Yamaha)
5th Mark Barnett (Suzuki)
- **U.S. 250cc MXGP Championship**
Unadilla Valley Sports Center
New Berlin, New York
1st Ron Lechien (Honda)

Around the Track

- **WERA/Dunlop National Endurance Series - 6 Hour**
Loudon, New Hampshire
1st Team Hammer (Suzuki)
Joey Osowski
Steve Baron
- **WERA/Dunlop National Endurance Series - 8 Hour**
Faulkville, Georgia
1st Team Hammer (Suzuki)
Joey Osowski, Steve Baron
John Ulrich, Russell Paulk



Johnny O'Mara



Team Hammer

Through the Woods

- **AMA National Hare Scrambles**
Windsor, Mass.
1st JoJo Keller (Honda)
2nd Geoff Ballard (Can-Am)
3rd Kevin Hines (Husqvarna)
- **AMA National Enduro**
Athens, Ohio
1st Terry Cunningham (Husqvarna)
2nd Mike Melton (Husqvarna)

- **AFM 6 Hour Endurance Road Race**
Riverside, California

Overall/Open Class
Kerry Bryant
Rich Oliver
Wendell Phillips
(Kawasaki)

600 Class
Marty Sharpe
Tom Sharp
Chuck Pace
(Yamaha)

750 Class
Len Gambo
Philip Smith
(Honda)

450 Class
Stephen Wickland
David Funk
Kirk Robertson
(Honda)

*To all our riders who bring home the checkered flag...
thanks for doing it on Dunlop.*

➤ **DUNLOP...The logical choice**
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